

Regional Transport Committee

Wednesday 12 June 2019

11.00am

Taranaki Regional Council, Stratford



Agenda for the meeting of the Regional Transport Committee to be held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 12 June 2019 commencing at 11.00am.

Members	Councillor C S Williamson Councillor M J McDonald Mayor N Volzke Mayor R Dunlop Mr R I'Anson	(Committee Chairperson) (Committee Deputy Chairperson) (Stratford District Council) (South Taranaki District Council) (Acting NZ Transport Agency)
Apologies	Councillor H Duynhoven	(New Plymouth District Council)

Notification of Late Items

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Agenda Memorandum

Date 12 June 2019



**Memorandum to
Chairperson and Members
Regional Transport Committee**

Subject: Confirmation of Minutes – 27 March 2019

Approved by: M J Nield, Director-Corporate Services

B G Chamberlain, Chief Executive

Document: 2270559

Resolve

That the Regional Transport Committee of the Taranaki Regional Council:

- a) takes as read and confirms the minutes and resolutions of the Regional Transport Committee meeting of the Taranaki Regional Council held in Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 27 March 2019 at 11.00am
- b) notes the recommendations therein were adopted by the Taranaki Regional Council on 9 April 2019.

Matters arising

Appendices

Document #2230540 – Minutes Regional Transport Committee

**Minutes of the Regional Transport Committee
Meeting of the Taranaki Regional Council,
held in the Taranaki Regional Council
Chambers, 47 Cloten Road, Stratford on
Wednesday 27 March 2019 commencing at
11.05am.**



Members	Councillor	C S Williamson	(Committee Chairperson)
	Councillor	M J McDonald	(Committee Deputy Chairperson)
	Councillor	H Duynhoven	(New Plymouth District Council)
	Mayor	N Volzke	(Stratford District Council)
	Councillor	P Nixon	(South Taranaki District Council)
	Mr	R I Anson	(NZ Transport Agency)

Attending	Messrs	M J Nield	(Director-Corporate Services)
		C B Clarke	(Transport Services Manager)
		C G Severinsen	(Policy Manager)
		P Ledingham	(Communications Adviser)
	Mrs	F Ritson	(Policy Analyst)
	Ms	J Mack	(Committee Administrator)
	Messrs	S Bowden	(Stratford District Council)
		V Lim	(South Taranaki District Council)
		D Langford	(New Plymouth District Council)
		R Leitao	(New Plymouth District Council)
D Perry		(NZ Transport Agency)	

Apologies The apology from Mayor R Dunlop (South Taranaki District Council) was received and sustained.

Notification of Late Items There were no late items.

1. Confirmation of Minutes – 28 November 2018

Resolved

THAT the Regional Transport Committee of the Taranaki Regional Council:

1. takes as read and confirms the minutes and recommendations of the Regional Transport Committee meeting of the Taranaki Regional Council, held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 28 November 2018 at 11.00am.
2. notes that recommendations therein were adopted by the Taranaki Regional Council on 11 December 2018.

McDonald/Williamson

Matters arising

There were no matters arising.

2. Minutes of the Taranaki Regional Transport Advisory Group

- 2.1 The minutes of the Taranaki Regional Transport Advisory Group (RTAG) meeting held on 6 March 2019 were received and noted.

Recommended

THAT the Taranaki Regional Council

1. receives, for information purposes, the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 6 March 2019.

I'Anson/Duynhoven

3. Requests to vary the Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21

- 3.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum seeking Council approval of two requests to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*.

Recommended

THAT the Taranaki Regional Council

1. receives the memorandum, Requests to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*
2. agrees to the requested variation to the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*, made by the New Zealand Transport Agency, to add a new project 'Taranaki State Highway LED Street Lighting Upgrade'
3. agrees to the requested variation to the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*, made by the New Plymouth District Council, to add a new project 'Coastal Pathway Extension from Bell Block to Waitara'
4. adopts these variations to the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* and forwards them on to the NZ Transport Agency.

Williamson/Duynhoven

4. SH43 Improvement Project

- 4.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum and Mr R I'Anson provided a presentation to the Committee to update members on the State Highway 43 (SH43) Improvement Project, which includes looking into the potential benefits of sealing the final 12km section of the highway through the Tangarakau Gorge.

Recommended

That the Taranaki Regional Council:

1. receives and notes the update provided by the NZ Transport Agency on the State Highway 43 Improvement Project
2. receives and notes the *SH43 Forgotten Highway - Workshop 2 Report - Prepared for NZTA by Urban Connection, February 2019.*

Volkze/Nixon

Action item – letter of support parallel to letter from Mayoral Forum.

5. New Zealand Transport Agency Regional Report

- 5.1 Mr R I Anson, NZ Transport Agency, spoke to the NZ Transport Agency's Regional Report to the Taranaki Regional Transport Committee updating Members on Agency news and activities.

Recommended

THAT the Taranaki Regional Council

1. receives and notes the Regional Report from the NZ Transport Agency dated 27 March 2019.

Volzke/Duynhoven

6. 2018-2021 National Land Transport Programme Regional Summary for Taranaki

- 6.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum to update the Committee on the anticipated funding allocations made to the Taranaki region through the 2018-2021 National Land Transport Programme, as a result of funding requests made through the *Regional Land Transport Plan for Taranaki: Mid-term Review.*

Recommended

THAT the Taranaki Regional Council

1. receives and notes the memorandum, 2018-2021 National Land Transport Programme Regional Summary for Taranaki.
2. receives and notes the correspondence received from the NZ Transport Agency, 2018-2021 National Land Transport Programme – RLTP Funding Decisions, dated 14 March 2019.

McDonald/Volzke

7. Passenger transport operational update for the quarter ending 31 December 2018

- 7.1 Mr C B Clarke, Transport Services Manager, spoke to the memorandum providing the

Committee with an operational report of the public transport services as at 31 December 2018.

Recommended

THAT the Taranaki Regional Council

1. receives and notes the operational report of the public transport services for the quarter ending 31 December 2018.

Duynhoven/Williamson

8. Correspondence and information items

- 8.1 The memorandum updating Members on correspondence and information received since the last Committee meeting was noted.

Recommended

That the Taranaki Regional Council:

1. receives and notes for information purposes the correspondence with the Minister of Transport regarding the State Highway 3 Waitara to Bell Block announcement
2. receives the correspondence from MP Dr Nick Smith requesting endorsement and promotion of a petition on random roadside drug testing, and provides guidance on the response to this request
3. receives and notes the information provided on the Ministry of Transport's regional transport policy workshop being held in New Plymouth on 29 March 2019
4. receives and notes for information purposes the information provided by Crown Infrastructure with regard to the rollout of the Mobile Black Spot Fund
5. receives and notes for information purposes the update provided on the Taranaki Tracks and Trails Strategy project
6. receives and notes for information purposes the brief update provided on the Regional Stock Truck Effluent Strategy review.

Williamson/MacDonald

There being no further business the Committee Chairperson, Councillor C S Williamson, declared the Regional Transport Committee meeting closed at 12.25pm.

Confirmed

Chairperson _____
C S Williamson

Date 19 June 2019

Agenda Memorandum

Date 12 June 2019



**Memorandum to
Chairperson and Members
Regional Transport Committee**

**Subject: Minutes of the Regional Transport
Advisory Group**

Approved by: MJ Nield, Director – Corporate Services
BG Chamberlain, Chief Executive

Document: 2264004

Purpose

1. The purpose of this memorandum is to receive the minutes of the Taranaki Regional Transport Advisory Group (RTAG) meeting held on 29 May 2019.

Recommendation

That the Taranaki Regional Council:

- a) receives the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 29 May 2019.

Decision-making considerations

2. Part 6 (Planning, decision-making and accountability) of the Local Government Act 2002 has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the Act.

Financial considerations—LTP/Annual Plan

3. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

4. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Iwi considerations

5. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

6. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

7. Document 22669114: Minutes of RTAG meeting 29 May 2019

Taranaki Regional Transport Advisory Group (RTAG) Meeting**MINUTES**

Date	Wednesday 29 May 2019 at 10.00am	
Venue	Taranaki Regional Council, 47 Cloten Road, Stratford	
Present	Steve Bowden (SB)	SDC
	Vincent Lim (VL)	STDC
	Paul Murphy (PM)	NZTA
	Wayne Wallace (WW)	NZTA
	David Perry (DP)	NZTA
	Fiona Ritson (FR)	TRC
	Chris Clarke (CC)	TRC - until 11am
	Gray Severinsen (GS)	TRC
	Siubhan Green (SG)	TRC
	Rachel Smith (RS)	TRC - until 11.40am
Apologies	Rui Leitao (RL)	NPDC
	Shaun Harvey (SH)	NZTA
	Tiffanie Kanon (TK)	NZTA

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <p>Apologies were received and noted above.</p>	
2.	<p>Minutes of last meeting held on 6 March 2019</p> <p>The previous minutes of the RTAG meeting held on Wednesday 6 March 2019 were accepted as correct.</p> <p>Matters raised:</p> <ul style="list-style-type: none"> Item 3 – confirmation of RTAG representative(s) and alternate(s). FR advised that she is yet to make contact with each organisation so this action will be carried over. Item 9 – Forestry harvesting – KiwiRail Feasibility Study. KiwiRail and Port Taranaki have failed to respond despite FR's attempts to make contact. No updates available at this stage. Item 9 – Random roadside drug testing. FR made contact with RSAP who support the call for random roadside drug testing. MoT have released a discussion document on the topic, TRC will provide a submission supporting further investigation and the likely introduction of legislation in this area. 	FR

Item	Agenda subject	Action
3.	<p>Request to vary the RLTP</p> <p>Request received from NZTA to add a new project – <i>Taranaki SH Speed Management Guide Implementation</i>.</p> <ul style="list-style-type: none"> • The estimated cost(s) associated with this is quoted as \$1.45M over 3 years. • The purpose is to ensure ‘safe and appropriate speeds’ for all SH’s in the region. • WW introduced this item, advising that the request is to have the project included in the RLTP, though there is not much detail at present. If the project is not included now it will likely cause further delays in future. • Discussion held by the group. The following concerns were raised: <ul style="list-style-type: none"> ○ Insufficient detail as to what changes/actions are actually proposed, especially for the large project cost involved. ○ The overlap with other programmes and initiatives, such as the SH3 New Plymouth to Hawera corridor project. ○ MegaMaps is not an adequate assessment tool and does not in itself provide sufficient evidence for making changes to speed limits ○ Lack of clarity on how the Speed Management Guide will be applied ○ Apprehension over the split between the districts. • Decision made by the group to request further information from Ross I’ Anson prior to the next RTC meeting in order to consider the request further. If the information is not received in time, Ross may need to provide answers at the RTC meeting itself. • FR will alert Ross to the issues raised. • RTAG reserved their decision on whether or not to support the request until further information is provided by NZTA. 	FR
4.	<p>Upcoming RLTP variations/ NLTP updates</p> <p>RLTP variations</p> <ul style="list-style-type: none"> • No upcoming variations the group is aware of at this time. <p>NLTP updates</p> <ul style="list-style-type: none"> • Workshops are being held around the country with NZTA CE Mark Ratcliffe. The Taranaki workshop is being held tomorrow (Thursday 30 May) at the Devon Hotel in New Plymouth. Confirmed attendees from the group: VL, SB, CC, RS, GS, PM, WW and Mike Nield. FR raised a query around the targeted attendees, initial communications and invites were aimed at council staff while subsequent emails included references to councillors attending. FR will provide feedback to Ross on the need for clearer communications from NZTA. • An email from Mark Ratcliffe has been received by each council’s CE detailing the projects that have been approved for their council and those that have not. PM advised that Taranaki has been largely unaffected by the NLTP prioritisation process, with all projects approved except for the Coastal Walkway extension in New Plymouth. 	FR

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Mark Ratcliffe is the interim CE for NZTA until October 2019. • FR discussed the difficulties she has faced trying to obtain information from KiwiRail. The group largely shared the same sentiment and consideration was given to elevating the issue to RTC. DP provided an alternative recommendation suggesting an invitation be extended to KiwiRail to provide an update on the Log Train Project at the next RTAG meeting. This could be beneficial in addressing issues through lower level engagement. PM will provide FR with contact details for Leah Murphy from KiwiRail. She is involved in a number of walking/cycling projects and can serve as an initial point of contact. FR will progress with the invite in due course. 	<p>PM</p> <p>FR</p>
5.	<p>Regional transport matters for discussion</p> <p>Forestry harvesting roading impacts</p> <ul style="list-style-type: none"> • A Forestry Harvesting Roding Impacts meeting was held on 10 April 2019. Attendees included representatives from all four councils, NZTA, NZ Farm Forestry Association and Tree Awareness Management Ltd (TAML). The meeting highlighted how difficult it is to get industry representatives around the table together. There is a high degree of competition and secrecy within the forestry sector and a number of invitees were unable or unwilling to attend. • One of the primary outcomes of the meeting was establishing the best contact points within organisations. • FR is still working through the actions from the meeting and there was some discussion by the group on the progress. Refer to the minutes of the meeting (previously circulated to RTAG members) for further details of the action list. • Foresters notify TRC of their intention to harvest via an online form, which must be submitted at least 20 and no more than 60 working days prior to harvesting commencing. SB and VL reiterated this timeframe is insufficient for DCs to plan for the possible effects the harvesting will have on the roading network. FR will liaise with GS regarding the best way to feed this into the one-year review of the <i>National Environmental Standards on Plantation Forestry (NES-PF)</i>. • FR and PM confirmed the <i>Employment Relations Act (ERA)</i> changes regarding the number, length and timing of rest and meal breaks will have little impact on logging truck drivers. • An in-depth discussion centred on an accident which involved a DOC vehicle and a logging truck, and what can be done to mitigate the risk of this happening again. DOC has asked to be informed of where logging operations are taking place but this information is not something the councils hold. Further discussions were held about the use of RT's. Most logging truck drivers RT their location on the road when heading to/from a harvesting area to serve as a warning to other road users. It was suggested DOC be advised of this as it is a matter of health and safety and they may need to consider installing RT's in their vehicles if they do not have them already. 	<p>FR /GS</p> <p>VL</p>

Item	Agenda subject	Action
	<p>Yellow Bristle Grass (YBG)</p> <ul style="list-style-type: none"> • VL spoke to this subject noting the main concern comes from residents worried about the impact the spread of YBG could have on their farms. • FR noted that there is a forum for these discussions already in place, with TRC's Environment Services (ES) team convening a Taranaki YBG Action Group which involves all four councils, NZTA and a wide range of other stakeholders. SB attended the last workshop in November. DP advised that their contractors follow the guidelines that have been issued detailing how to deal with YBG when mowing/ maintaining the vegetation along SHs (FR will send out a copy of these guidelines to SB and VL). Any new areas of YBG that contractors discover will be reported to Steve Ellis or Catherine Law (TRC - ES team) for follow-up and recording. FR to clarify for the Group if these areas of infestation are being mapped. • It was confirmed that YBG will not be classified as a pest plant. This was considered at the time the <i>Regional Pest Management Plan for Taranaki</i> was developed, and extensive stakeholder discussions decided that would be inappropriate given how costly and difficult control is. Guidance is available at https://www.trc.govt.nz/environment/land-and-farming/pest-management/pest-management-what-you-need-to-know/#YBG • Further points noted during the discussion: <ul style="list-style-type: none"> ○ A new spray called Dockstar was released in October 2018 and is now registered for use in the control of YBG ○ Mowing and broken ground from stock are key ways that YBG spreads. • The Group agreed that any further discussions around YBG be taken to the YBG Action Group lead by the ES team. FR will remind the ES team to schedule another meeting soon. <p>KiwiRail Forestry Project</p> <ul style="list-style-type: none"> • No updates available due to lack of response. SB will endeavour to gather some information from Aaron Temperton at KiwiRail. 	<p>FR</p> <p>FR</p> <p>FR</p> <p>FR</p> <p>SB</p>
6.	<p>Updates on national workstreams</p> <p>FR noted that there are multiple workstreams coming from NZTA/MoT at present, often at short notice, which is proving challenging to keep up with.</p> <p>NZTA/LGNZ workshops for review of decision-making framework</p> <ul style="list-style-type: none"> • VL attended a recent Investment Decision Making Framework (IDMF) workshop. He noted the development timeline and provided copies of the slides presented. Workshop participants were advised that the business case spend is too high compared to the cost of delivery. • Victoria Araba (SDC Director - Assets) will be attending the next workshop being held tomorrow (30 May 2019) in Wellington. • WW advised the focus of the IDMF review is to move to a systems-based approach from the current modes-based approach. The review is also looking 	

Item	Agenda subject	Action
	<p>at ways to make RLTPs/RPTPs/AMPs stronger to reflect the BC process. With the BC approach being evidence based decision-making, the intention is to make RLTPs the front end of the process. AMP's still need district flavour but could be simplified. WW will forward the IDMF review document out to the group.</p> <ul style="list-style-type: none"> • WW is currently involved in strengthening the point of entry for BCs which should provide more clarity for councils when preparing a BC. <p>NZTA's Long Term View update and 10-year Plan introduction</p> <ul style="list-style-type: none"> • The LTV has been superseded by a new "10 Year Master Plan" and has reduced from a 30 year strategy to 10 year. The expected timeframe will see the first version of the plan released by December 2019. NZTA plan for a team to visit the regions later on in the year to discuss the development of the plan in more detail. <p>MoT workshop on 29 March 2019</p> <ul style="list-style-type: none"> • RL was the only member of RTAG able to attend given the late notice and clash of commitments, and was not present to give an update. FR received a large amount of information after the workshop which can be distributed if required. Members to let FR know if they wish to receive a copy. <p>MoT's development of GPS2021</p> <ul style="list-style-type: none"> • Expected timeline as follows: <ul style="list-style-type: none"> ○ Draft due to be released for engagement December 2019. ○ Final statement published 1 July 2020. ○ GPS takes effect 1 July 2021. <p>MoT's development of National Road Safety Strategy (NRSS) 2020-30</p> <ul style="list-style-type: none"> • Expected to be released late 2019 with the focus being "Vision Zero". 	<p>WW</p> <p>ALL</p>
7.	<p>Round table</p> <p>NZTA - State Highways (DP)</p> <ul style="list-style-type: none"> • 106 lane km of reseals complete. • 16 rehab and heavy maintenance sites complete. • 14 asphalt sites complete. • Independent road safety audit completed on the proposed changes to the SH44 Moturoa shops and intersection. Pedestrian and cyclist safety identified as areas to review. • Dudley Road intersection - in the process of moving easements and negotiating land purchases. • SH3 Glover Road safety works - rehabs to be completed next. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Pedestrian island constructed in May on SH44 Molesworth St between Gover St and Liardet St as pedestrian link to Coastal walkway • Hospital Hill in Taumarunui has been completed. Funding application for Part B – Subsidence site is pending. • SH43 the BC is due for completion. Submission next month. • SH3 north corridor improvements have started on Ladies Mile passing lane (Waikato area). • SH3 New Plymouth to Hawera project – should be receiving something soon. Information to NZTA by end of June with shortlist programme and priorities. 	
	<hr/> <p>NZTA – (WW)</p> <ul style="list-style-type: none"> • New Plymouth Moving and Growing network plan. • SH3 Mt Messenger Bypass is still in the appeal stage. • SH3 Waitara to Bell Block is progressing slowly with \$29m confirmed funding. Currently working through the priorities. SH3 to Airport Drive first hopefully. Open day at Gatlin Drive was well attended with good community feedback. 	
	<hr/> <p>NZTA – (PM)</p> <ul style="list-style-type: none"> • Awaiting end of year financials. Would like cash flow adjustments from everyone please. 	ALL
	<hr/> <p>TRC – (FR)</p> <ul style="list-style-type: none"> • SH3 Working Party meeting in March agreed to create a subgroup for purpose of maintaining a list of prioritised improvements. FR chasing to progress this. • RTC was held on 27 March. Main concerns were around delays on SH43 Improvement Project. Yesterday received a response from Ross I'Anson to queries raised, which will forward onto Committee. • FR and Jo Bielski spent time in April providing background information to assist the group setting up the Taranaki Tracks and Trails Trust. • TSIG meeting held in Christchurch over 16/17 May proved very useful, with the Group increasingly providing a clear cohesive voice for the regions – particularly to MoT and NZTA. Associate Transport Minister Julie Anne Genter spent over an hour with the Group, seeking feedback on issues and actions needed. She was very aware of many of the issues raised, including those around NZTA decision-making in particular. There was lots of feedback regarding speed and a national direction. Jim Harland of NZTA also attended. • ONRC review incorporating urban roads especially place and function. • PT (On behalf of CC) – the new ticketing system has encountered further delays. <hr/>	

Item	Agenda subject	Action
	<p>SDC - (SB)</p> <ul style="list-style-type: none"> • Venture Taranaki gave a short presentation at Council regarding Road Map 2050 and making Taranaki more sustainable. • Whangamomona Road - 4 options will be submitted for consideration. Following an inspection by the Mayor on a recent visit to Whangamomona, he had some reservations concerning the proposal for SDC to take back the responsibility to maintain the road due to its current condition and the amount of investment required to return the road to a “reasonable track” standard. One option put forward is to set up a trust as part of the Whangamomona committee, to seek funding. More work to do and no decision as yet. • Plateau carpark is sealed and completed aside from one small drain. • Dawson Falls – an ecological study was done by DOC regarding removing 1,000m² of bush (formerly a bridleway) in order to realign the road. The Minister has said no. An alternative is to create a walking track from the carpark, through the bush, to Dawson Falls (400m). • Prospero Place – 4 buildings on Broadway have already been removed along with the Red Bull liquor store on Miranda Street. The ANZ bank is currently empty and is still to be removed. • Powerco – all the works are now completed. • Logging trucks are still an ongoing issue. • Fulton Hogan will take over as the new maintenance contractor from 1 July. <hr/> <p>STDC - (VL)</p> <ul style="list-style-type: none"> • Nukumarū Station Road project is still ongoing. There was no response to a request for tenders for the build design. • The reseal program is complete. • The LED lighting is complete. • Logging issues remain the same. • EV charging stations – no change. • Professional services are to be brought in-house. Hoping to appoint five staff and thus far have one confirmed with two roading engineers likely to be offered positions. 	
8.	<p>RTC Meetings</p> <p>RTC meeting has been brought forward a week to 12 June at the Chair’s request.</p> <p>Items being drafted currently:</p> <ul style="list-style-type: none"> • Minutes of meetings – RTC, RTAG and SH3WP • Request to vary the RLTP – SH Speed Management Guide Implementation (if RTAG’s concerns are able to be addressed) • Regional road safety update presentation by Roadsafe Taranaki 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • NZTA's regional report • Enhanced drug impaired driver testing – draft submission for consideration • Renewal of Regional Public Transport Plan • PT Operations quarterly update • Correspondence and information items <p>General discussion around drug driving submission. The issues include impinging on the Bill of Rights by way of detaining without charge as the test will take longer than for alcohol, and in regards to taking swabs. The consensus was that the Bill of Rights should be overridden in order to implement drug testing, in the interest of the greater public good. FR will continue drafting submission for consideration.</p> <p>FR spoke to the TSIG working group on improving the value and development process of RLTPs. Currently RLTPs are resource-heavy to develop for regions and carry insufficient value in national decision-making to warrant the level of work undertaken. Through TSIG, there is a project underway by regional councils nationally to improve RLTPs. One part of this work is on how the regional sector can improve them within the existing constraints, so thinking is underway on how to adopt a more consistent content, structure and approach to RLTP development, to make the documents easier to put together and more user-friendly for NZTA and others. The working group is currently drafting a suggested document structure, including standardised programme tables, for feedback. They are also working with the TIO development team at NZTA with the aim of reconfiguring the download section of TIO to better reflection RLTP requirements. The project aims to be largely completed this calendar year, so that regions can utilise the recommendations for developing the 2021 RLTPs. Please feed thoughts around this and any potential improvements to the RLTP to FR.</p>	ALL
9.	<p>General Business</p> <p>None</p>	
10.	<p>Next RTAG meeting</p> <p>Scheduled for Wednesday 21 August 2019.</p> <p>Meeting closed at 12.40pm</p>	

Acronyms commonly used in RTAG meetings

Acronym	Meaning
AC	Activity Class
AG2MM	Awakino Gorge to Mt Messenger Programme
AMP	Asset or Activity Management Plan
BC	Business Case
CMP	Corridor Management Plan
DC	District council
GIS	Geographic Information System
GPS	Government Policy Statement on Land Transport
HNO	Highways & Network Operations section of NZTA
IAF	NZTA's Investment Assessment Framework
ILM	Investment Logic Mapping
LOS	Levels of Service
LTP	Long Term Plan
LTV	Long Term View
NOC	Network Outcomes Contract
NPDC	New Plymouth District Council
NZTA	New Zealand Transport Agency
ONRC	One Network Rooding Classification
PGF	Provincial Growth Fund
POE	Point of Entry (initiation of a business case)
RAMM	Road Assessment and Maintenance Management database
RAPT	Review and Prioritisation Team
RCA	Road Controlling Authority
REDS	Regional Economic Development Strategy
RLTP	Regional Land Transport Plan
RSTES	Regional Stock Truck Effluent Strategy
RTAG	Regional Transport Advisory Group
RTC	Regional Transport Committee
RWCS	Regional Walkways and Cycleways Strategy
SDC	Stratford District Council
SH	State Highway
SHIP	State Highway Investment Proposal
SIG	Special Interest Group
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
TAIP	Transport Agency Investment Proposal
TEFAR	Targeted Enhanced Financial Assistance Rate
TP	Transport Programme
TRC	Taranaki Regional Council
TSIG	Transport Significant Interest Group
VDAM	Vehicle Dimensions & Mass
WAC	Walking Access Commission

Agenda Memorandum

Date 12 June 2019



**Memorandum to
Chairperson and Members
Regional Transport Committee**

Subject: Notes of the State Highway 3 Working Party

Approved by: MJ Nield, Director – Corporate Services
BG Chamberlain, Chief Executive

Document: 2264020

Purpose

1. The purpose of this memorandum is to receive the unconfirmed notes of the State Highway 3 Working Party meeting held on Friday 22 March 2019 at the St Johns Ambulance rooms in Mokau.

Recommendations

That the Taranaki Regional Council:

- a) receives the unconfirmed notes of the State Highway 3 Working Party meeting held on Friday 22 March 2019
- b) notes the decision by the State Highway 3 Working Party to establish a sub-group to maintain a listing of issues/improvements along the corridor, helping to focus the Working Party on improvements sought.

Background

2. Attached for information are the (unconfirmed) notes of the SH3 Working Party meeting held in Mokau on Friday 22 March 2019, along with the presentation and other updates provided by the NZ Transport Agency for the meeting.
3. Of particular note are the Action points agreed under Item 4 around establishing a sub-group to maintain a listing of issues/improvements along the corridor, helping to focus the Working Party on improvements sought. These points are noted below for ease of reference.
 - *A small working group of the SH3 Working Party be formed to maintain the listing into the future.*
 - *Tom Cloke and Ross I'Anson will work together to form this sub-group including identifying the most appropriate members with direct corridor knowledge.*
 - *TRC will provide administrative support to this sub-group.*

- *An updated report will be provided by the sub-group one month prior to the next SH3WP meeting, in order to give the wider group the necessary time to assess the items.*
- *Items on the list should be given a priority number.*
- *The list can assist in identifying works for each three-year RLTP/NLTP cycle.*

4. The next meeting for the Working Party is scheduled for Friday 20 September.

Decision-making considerations

5. Part 6 (Planning, decision-making and accountability) of the Local Government Act 2002 has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the Act.

Financial considerations—LTP/Annual Plan

6. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

7. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the Local Government Act 2002 and the Land Transport Management Act 2003.

Iwi considerations

8. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the Local Government Act 2002) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

9. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

10. Document 2229144: Notes of SH3 Working Party meeting 22 March 2019

Notes of the meeting of the SH3 Working Party
held from 10.30 am on Friday 22 March 2019
at the St John Ambulance rooms, 16 North Street (SH3), Mokau

Present:

Barry Dowsett	NZ Transport Agency, Waikato
Chris Clarke	Taranaki Regional Council
Craig Williamson (Cr)	Taranaki Regional Council
David Perry	NZ Transport Agency, Taranaki
Fiona Ritson	Taranaki Regional Council
Harry Duynhoven (Cr)	New Plymouth District Council
John Sutton	NZ Automobile Association
Matthew McDonald (Cr)	Taranaki Regional Council
Mike Nield	Taranaki Regional Council
Nigel King	Waikato Regional Council
Phil Brodie (Cr)	Waitomo District Council
Robert O'Keefe (Snr Sgt)	NZ Police, Taranaki
Ross I'Anson	NZ Transport Agency, Taranaki
Tom Cloke	National Road Carriers Inc.
Gray Severinsen	Taranaki Regional Council
Hugh Milliken	Mt Messenger Alliance
Andrew Gard	NZ Transport Agency, Wellington
Chris Nally	Mt Messenger Alliance
Siubhan Green	Taranaki Regional Council (Admin)

Chair: Hugh Vercoe (Cr) Waikato Regional Council

1. Welcome

The Chair welcomed those present to the meeting, including Nigel King who has taken over Bill McMaster's previous role at the Waikato Regional Council, and a round table of self-introductions was undertaken.

Apologies:

Andrew Murphy (Const)	NZ Police, Mokau
Bill McMaster	Waikato Regional Council
Brian Hanna (Mayor)	Waitomo District Council
David Langford	New Plymouth District Council
Joanna Towler	Waitomo District Council
Johan Rossouw	Waikato District Council
Karen Boyt	NZ Transport Agency, Waikato
Lance Kennedy	NZ Transport Agency, Taranaki

2. Notes from the previous meeting

Notes from the previous Working Party meeting of 29 October 2018, previously circulated, were taken as read and confirmed as accurate.

Cr Williamson/Cr Vercoe

Matters Arising

- No matters of concern were raised.

3. Awakino Gorge to Mt Messenger Programme (AG2MM) project updates from the NZ Transport Agency

NZTA presentation, led by Ross I'Anson (Acting Director of Regional Relationships for Central North Island), supported by other NZTA or Mt Messenger Alliance staff as appropriate. Refer to Powerpoint presentation slides **attached** as reference.

3 (a) Awakino Tunnel Bypass – presentation by Ross I'Anson

- Design and construct contract awarded to Fulton Hogan in December 2018
- All resource consents and designation applications have been approved
- Wildlife Permit granted
- Team introduction to Maniapoto iwi occurred in February 2019
- Kaitiaki soon to be appointed for the project
- Physical works expected to start October 2019.

3. (b) SH3 Safety and Resilience Improvements – presentation by Ross I'Anson

Major Works

- Safety improvements completed
- Major improvements are being delivered in phases as detailed design and consenting are worked through.

Major Improvements

- Ladies Mile passing lane – work underway to 2020
- Resilience/slope stability in the Awakino Gorge – second half of 2019-2020
- Mokau slow vehicle bay, Rapanui passing lane and Tongaporutu intersection – start second half of 2019, finish second half of 2020
- Noted that short-term pain will be involved in these projects, as traffic delays will be required.

3 (c) Mt Messenger Bypass – presentation by Andrew Gard and Hugh Milliken

Andrew Gard's presentation:

- Applications for resource consents and a Notice of Requirement for the bypass route were lodged in December 2017.
- In December 2018 the project was granted resource consents and a recommendation to the NZ Transport Agency that the Notice of Requirement (NoR) be confirmed.
- Six appeals have been filed by four parties to the Environment Court.
- A judicial conference with all parties was held by the Environment Court judge on 6 March in New Plymouth, to prepare for the Hearing, which is scheduled to occur in July this year. A decision is expected in September 2019.
- Mediation will occur with the NZ Transport Agency and the appellants to seek resolution, where possible, on areas of difference.

Hugh Milliken's presentation:

- Ecology efforts are underway as we gear up for construction. This involves gathering baseline data against which construction activities can be measured.
- The long-tailed bat program has proved very successful and helps to confirm the suitability of the pest management area.
- Tracking of the North Island Brown Kiwi and periodic surveying to identify kiwi territories for relocation if required.
- Fish and macroinvertebrate baseline surveys done in Mimi and Mangapepeke streams to compare with monitoring during and after construction.
- Detailed vegetation survey is to commence this month to identify habitat qualities.
- Pest management area expected to be ready in June 2019.
- With 80-100% of the design completed, construction is being prepared for with an anticipated start late this year for a four-year build.

Chris Nally who is based in Wellington, is the new Project Manager, transitioning from Andrew. The previous Project Manager, Rob Napier, finished June/July 2018.

Hugh Vercoe raised issues around the new Speed Management Guidelines. He noted that the Waikato RTC had been advised at a recent meeting of a potential reduction in the speed limit to 80km/hr on the SH3 corridor from Hamilton to New Plymouth. There was general surprise and opposition to this proposal, which has not been raised with other parties. Discussion ensued on the benefits and differences to lowering the speed limit as opposed to engineering the road to suit the current speed limit. Tom Cloke noted the NRC would not support a lowering of the corridor speed limit. It was also noted that all linked local roads would have to reduce to the same level as the state highway, which has significant implications in itself.

Barry Dowsett and Ross I'Anson both spoke to this, advising that NZTA is undertaking a national programme around possible speed changes, that Kaye Clark will be visiting RTCs throughout the country regarding proposals. Auckland, Canterbury and Waikato are the initial focus areas. Ross can arrange for her to present to the Taranaki RTC on speed management.

Hugh briefed the group on developments on speed management in the Waikato region:

- MoT had presented to the Waikato RTC showing maps of all roads and where sites could be engineered up
- Territorial Authorities (TAs) had received significant push back at public meetings to the option of lowering rural speed limits
- Waikato was considering a blanket speed reduction on rural roads.
- Hamilton City has a 30kmh speed limit

Hugh considered that better tools/solutions may be needed to manage road speeds. He thought it may be a better idea for a central group to manage this issue rather than being left to individual TAs.

There was general consensus that the public should be offered a number of options to offer opinion on with regards making the roads safe; re-engineer trouble spots, or reduce speeds being high on the list of options.

4. 'Stocktake' of issues/improvements along corridor

Fiona Ritson introduced this Item, advising that NZTA were requested to undertake a 'stocktake' of where issues/improvements along the corridor stand, in order to determine which identified issues/concerns were not currently within the scope of planned work programmes.

At the Working Party's November 2014 meeting, the then Chair (Roger Maxwell) brought a listing of 44 potential improvements along the corridor for discussion. The list was subsequently to be considered by the Agency, including activities that could be part of the ARRP project, or completed under existing maintenance and safety programmes. This listing has been used as a starting point, with NZTA requested to undertake a 'corridor stocktake' against this listing for discussion at today's meeting, indicating which of the potential improvements listed have:

- already been addressed (when and under what work programme); or
- are scheduled for completion (along with the planned work programme/project it comes under and the anticipated timeframe); or
- are currently not covered by a work programme.

NZTA, coordinated by Ross I'Anson, have undertaken this task, and provided a status update on each of the 44 items (in the green columns on the right of the original listing). *This was given in pages 16-17 of the Agenda, and is **attached** to these Minutes for ease of reference.*

NZTA's update identified that:

- 5 of the items have already been completed
- 14 are scheduled to be addressed within an existing work programme
- 25 are not currently covered in a work programme.

Tom Cloke advocated for this list to be revised and continually updated, as it is the role of the SH3WP to seek continued improvements along the whole corridor. Areas of concern can be identified from sources such as reported and unreported crash sites. One way to gather this information is to liaise with local farmers and the NOC roading contractors who complete repairs (damaged fences/barriers/skids marks etc).

After considerable discussion it was determined that:

- A small working group of the SH3WP be formed to maintain the listing into the future.
- Tom Cloke and Ross I'Anson will work together to form this sub-group including identifying the most appropriate members with direct corridor knowledge.
- TRC will provide administrative support to this sub-group.
- An updated report will be provided by the sub-group one month prior to the next SH3WP meeting, in order to give the wider group the necessary time to assess the items.
- Items on the list should be given a priority number.
- The list can assist in identifying works for each three-year RLTP/NLTP cycle.

The motion to establish the sub-group and the reporting timeline was agreed.

Cr Williamson/Cr Vercoe

Ross suggested that the Safe Networks team be invited to the next SH3WP meeting, which Fiona can arrange through him.

5. Updates on maintenance and other improvement works along SH3

NZTA Waikato - Barry Dowsett

- The resealing program in Waikato is continuing and is almost complete.

NZTA Taranaki - Dave Perry (Taranaki Network Manager)

- The reseals are 95% complete. Two sites added in November 2018 are yet to be completed.
- Rehabs are 80% complete with the last two rehabs underway. Completion is expected by Easter.
- Asphalt program is 50% completed with the remaining 50% expected to be finished in April.
- Kent Road culvert reinstatement is complete; line marked and sealed as at 20 March: ahead of time and budget. There are a few minor tidy-ups still to do which is why the speed restriction remains in place. The work also provided an opportunity for preparatory work for NPDC's cycle project for a future cycle trail linking Lake Mangamahoe and Mangamahoe Forest which will be implemented at a later stage.
- A lot of works have been delivered over the last year for Taranaki.

Harry enquired what consultation process had been involved around putting in double yellow lines between Inglewood and Egmont Village. Ross advised it was likely part of the Agency's Safety Boost 2 programme, as part of making the road safer. Tom noted NRC supported the change.

6. Updates on incidents(s) and improving incident response management

Snr Sgt Robert O'Keefe spoke on specific issues regarding speed through Mokau. Speed enforcement actions have included a speed camera about four weeks ago which captured 82 infringements. The Police are working on potential solutions with NZTA in an effort to reduce speeds.

The area between New Plymouth and Motunui continues to be the area of the greatest concern, with 60% of the Taranaki road policing time focused on this dangerous section. There is a big focus throughout the region on RID's (cell phone usage/seatbelts etc), and a huge methamphetamine incident rate. Roadside drug testing is still being debated politically with regards implementation.

The updated crash statistics provided by NZTA in the Agenda (*attached*) were considered. It was questioned why Mokau was excluded from these figures. It was deemed that inclusion would create distortion, however agreed that next time they would be provided separately.

There was discussion around how unreported incidents could be better captured to assist identifying problem areas. It was noted that NOC Contractors record indicators of potential issues (such as broken fences and skid marks), and their Contractor Reports include updates on these trends.

7. Mobile Black Spot Fund (MBSF) – implementation update

- Fiona Ritson advised that Crown Infrastructure Partners are handling this, and they had advised that a district-specific update was expected to go out to each district in late March 2019. Unfortunately, these were not available in time for this meeting, so a more detailed update will need to come to the next meeting.
- Priority is being given to areas that have a high level of international tourism and a long distance between the black spots.
- Tongapurutu to the Waitomo boundary has been identified to receive MBSF to expand mobile coverage, with completion expected in 2020.
- Phil Brodie said there was the potential to speed up the improvements by 18 months due to additional funding following the work completed in the Northland region.
- Fiona will forward the Crown Infrastructure details to Hugh Milliken, to link in with any opportunities with the Mt Messenger Alliance.

8. Stock truck effluent (STE) disposal – incidents, strategies and facilities

Waikato – Nigel King provided an update for the Waikato RC. They have completed a business case to develop ten disposal sites. The first two are to be tendered in early June, being one on SH1 and one at the base of SH29. The third priority is for a site in the Waitomo district around the SH3/4 intersection, however landing a site continues to be problematic. Noel Robinson has recently been appointed as Project Manager to progress these works, along with a Steering Group.

Taranaki – Fiona Ritson provided an update for Taranaki. The disposal site at Ahititi on SH3 is simply not coping with the volumes it is experiencing; so advocating for the establishment of a neighbouring site on SH3 in Waitomo to help ease the pressure remains a priority. Reviewing the *Regional Stock Truck Effluent Strategy for Taranaki* will receive renewed focus from April 2019, with one of the key considerations being how the Ahititi site can best be upgraded.

9. Correspondence

There was no correspondence to be received.

10. General Business

- Hugh Vercoe queried NZTA regarding perception around their effectiveness and oversubscribed TEFAR. Ross acknowledged there have been some funding issues historically but believes they are doing okay internally. The current situation is quite different to the previous two NLTPs where Local Road Improvements were low and State Highway Improvements were high. With the introduction of Targeted Enhanced Funding Assistance Rates (TEFAR) and changes to the Minor Improvements criteria, the Local Road Improvements Activity Class is now well over-subscribed.
- Phil Brodie raised concerns around NZTA's requirements for a businessman who wished to open a small grocery supplies shop alongside SH3 in Mokau. While supported by the local community, NZTA imposed carparking and related works to the value of \$250k be implemented before granting approval, which has made the endeavour unfeasible. Phil to liaise with Ross to see if issues can be resolved.

- Hugh provided a briefing on the passenger rail service between Hamilton and Auckland. It is a \$70-\$80M project. The NZTA Board has agreed to pick up a \$240k difference in FAR funding which could potentially have stopped the initiative if funding for this could not be secured. The carriages have been purchased and gone to Wellington for refurbishment. They are hoping to have the service running next year. Starting with diesel trains, though electrification is the long-term vision.

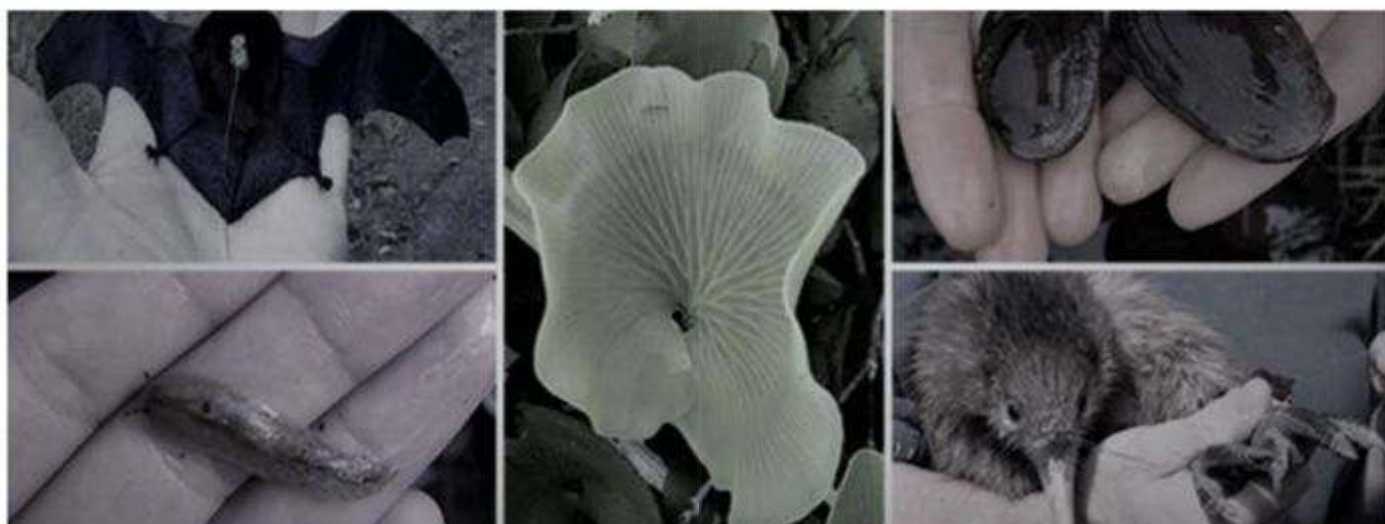
11. Next meeting - 20 September 2019.

Meeting closed 12.30pm

Uc nim d

Awakino Gorge to Mt Messenger Programme

Ross I'Anson, Interim Director Regional Relationships, Central North Island



SH3 Programme of work covering 58km

Improving safety, resilience and more reliable journeys

SH3 Safety and Resilience Improvements

Minor to major safety improvements including road widening, passing opportunities etc.

Awakino Tunnel Bypass

Two-bridge bypass across the Awakino River that reconnects to the existing highway, 800 meters to the north.

Mt Messenger Bypass

5.2km bypass with additional work creating about 6km of improvements. It includes two bridges and a tunnel.

SH3 Safety and Resilience Improvements

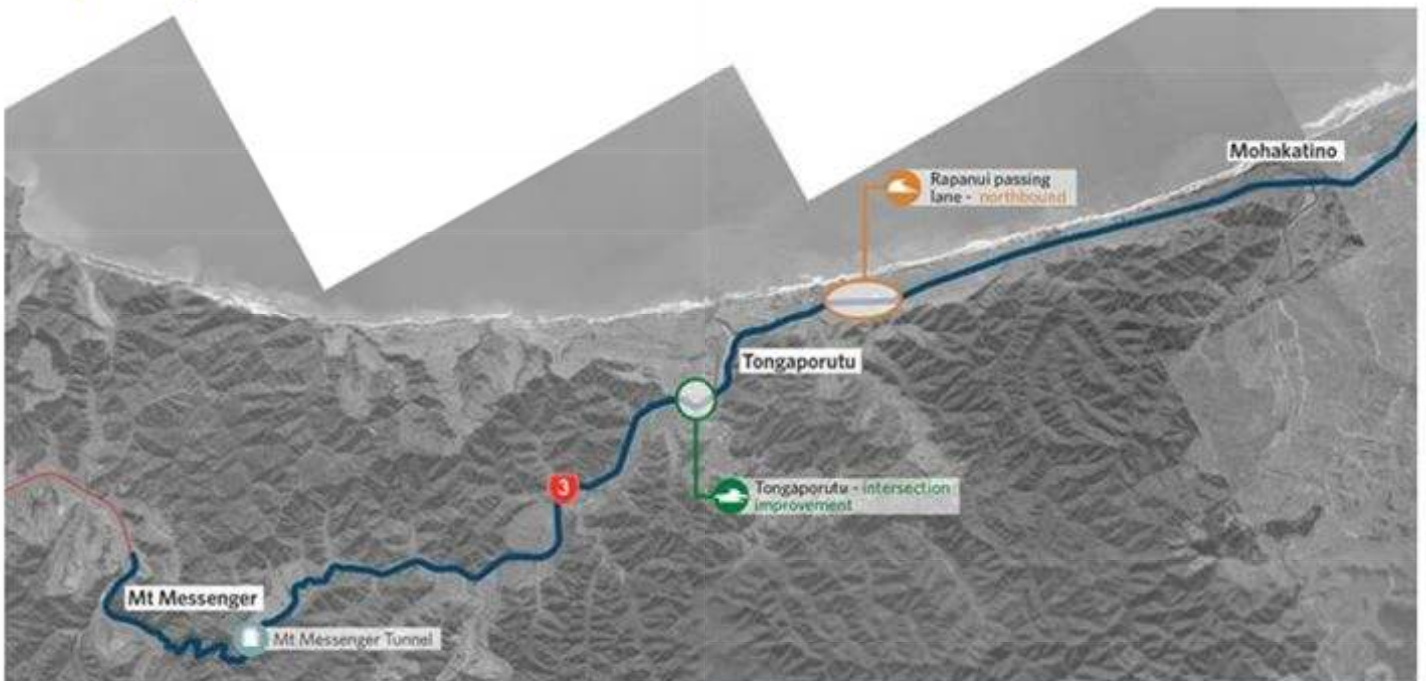
Major works

- Safety improvements completed.
- Major improvements are being delivered in phases as we work through detailed design and consenting.

Major improvements	
Ladies Mile Passing Lane	Work underway to 2020
Resilience/slope stability in the Awakino Gorge	2019 (second half) - 2020
Mokau Slow Vehicle Bay, Rapanui passing lane and Tongaporutu intersection	2019 (start, second half) 2020 (finish second half)

SH3 Safety and Resilience Improvements

Major improvements



SH3 Safety and Resilience Improvements

Major improvements



Awakino Tunnel Bypass



Awakino Tunnel Bypass

- Design and construct contract awarded to Fulton Hogan in December 2018.
- All resource consents and designation applications have been approved.
- Wild Life Permit granted.
- Team introduction to Maniapoto iwi occurred in February 2019.
- Kaitiaki soon to be appointed for the project.
- Physical works expected to start in October 2019.

Mt Messenger Bypass

Hugh Milliken, Mt Messenger Alliance Manager

Andrew Gard and Chris Nally, Owner Interface Managers NZTA



Consenting

- Applications for resource consents and a Notice of Requirement for the bypass route were lodged in December 2017.
- In December 2018 the project was granted resource consents and a recommendation to the NZ Transport Agency that the Notice of Requirement (NOR) be confirmed.
- Six appeals have been filed by four parties to the Environment Court.
- A judicial conference with all the parties was held by the Environment Court judge on 6 March in New Plymouth, to prepare for the hearing, which is scheduled to occur in July this year.
- Mediation will occur with the Transport Agency and the appellants to seek resolution, where possible, on areas of difference.

Ecology programme



Ecology activity

As we gear up for construction, our ecology efforts are underway and involves gathering baseline data against which our construction activities can be measured.

Long-tailed bat monitoring programme	Helps confirm the suitability of the pest management area.
North Island brown kiwi tracking	Periodic surveying to identify kiwi territories for relocation if required.
Fish and macroinvertebrate surveys	Baseline surveys done in the Mimi and Mangapepeke streams to compare with monitoring during and after construction.
Vegetation survey	Detailed survey planned to start this month to identify habitat qualities.

Mt Messenger Bypass – What’s happening?



Our team at work



Regional Transport Committee - Notes of SH3 Working Party

Ref.	Site name	SH RS	Location	Position	Length	Description of fault	Proposed Remedy	Estim. Cost	Notes	Completed or part of a programme	Reason / Notes
1	South Papakauri Road	003-0118	9400		300	Slow speed corner	Ease curve	\$150,000	Ease curve with minor realignment	No	Hannah curve - major realignment investigated and rejected due to high cost (\$20M+) - could be progressed in future if/when funding is available / priority higher
2	North of passing lane	003-0118	12070		1310	Out of spec slow speed corners	Passing lane	\$5,000,000	Realign Highway to ease corners	Yes	Hammond curve realignment to be delivered as part of Awakino Tunnel Realignment
3	200m North of Tunnel	003-0118	14530			Slow speed corner	Ease curve	\$350,000	Ease curve	Yes	Bypassed by Awakino Tunnel Realignment
4	Awakino Gorge	003-0133	1600		2500	Kerb & channel right angle and not mountable	Pavement Work	\$250,000	Remove standard kerb & channel and replace with HD mountable	No	Would need major slope stability (retaining works) to achieve width required
5	Bexley Curve	003-0133	3500		1000	Tight "S" bend corners	Realignment	\$9,000,000	Realignment (includes twin bridge construction)	No	Bexley Curve - major realignment investigated and rejected due to high cost (\$20M+) - could be progressed in future if/when funding is available / priority higher
6	Kuriwera Bridge	003-0140	0			Depressed bridge abutment	Remedy fault	\$25,000	Smooth approaches	No	Maintenance / NOC issue
7	North Blacks	003-0140	1400		500	Very tight curve, very slow speed corner	Realignment	\$7,200,000	Realign to eliminate 35/45km hairpin	No	Lacks sufficient safety benefits (i.e. crash record better than other locations such as Hannah's Curve)
8	North Blacks	003-0140	1700			Requires slow pull off bay	Construct	\$25,000	Construct pull-off bay	Yes	This location has formal pull over bay - several others have been provided through the Awakino Gorge + one new northbound slow vehicle bay.
9	Blacks	003-0140	2000		2000	Poor visibility	Earthwork	\$160,000	Bank trimming for visibility	No	Widespread curve realignment / site benching out of project scope
10	End Gorge	003-0140	4300			Slow speed curves	Realignment	\$200,000	Straighten curves	No	Widespread curve realignment / site benching out of project scope
11	Ladies Mile	003-0140	4900		1500	Passing lane required	Passing lane	\$800,000	Shape correction and passing lane	Yes	New passing lane and shape correction commences March 2019. Estimated cost \$4.5M
12, 13	Awakino Bridges	003-0140	6550, 6810			Depressed bridge abutment	Remedy fault	\$50,000	Smooth approaches	Yes	Has been undertaken as part of NOC pavement rehabilitation programme
14	Awakino Heads	003-0140	10100		900	Improve sight line	Earthwork	\$400,000	Trim banks, ease curves and correct shape, improve SW drainage	No	Widespread curve realignment / site benching out of project scope
15	Mohakatino to Rapanui	003-0158	3600	CEN	6500	Construct passing lanes and widening	Pavement Work	\$500,000		Yes	New northbound passing lane at Rapanui to commence second half of 2019. No significant widening elsewhere due to high cost.
16	Rapunui Bridge Abutments	003-0158	10415	CEN		Bridge Abutments and deck	Pavement Work	\$5,000		No	Maintenance / NOC issue
17	Tongaporutu Rest Area	003-0158	12200	LHS	100	Restricted visibility for south bound vehicles	Earthwork	\$40,000		Yes	Southbound exit improved to increase visibility
18	Tongaporutu Bridge	003-0171	0	CEN		Bridge Abutments	Pavement Work	\$5,000		No	Maintenance / NOC issue
19	South Tongaporutu Curves	003-0171	650	CEN	400	Out of context curve	Pavement Work	\$200,000	Improve curve geometrics	No	No geometric changes however - electronic curve warning signs and additional side barrier installed
20	Tongaporutu South	003-0171	1600	RHS	800	Lack of passing opportunity	Pavement Work	\$200,000	Construct south bound passing lane	No	Additional passing opportunities expected as part of Mt Messenger Bypass
21	North Okura	003-0171	2460	RHS	60	Restricted visibility for northbound	Earthwork	\$30,000	Construct site bench	No	Widespread curve realignment / site benching out of project scope
22	Okura Culvert	003-0171	3350	CEN	300	Out of context curve	Pavement Work	\$500,000	Realign to improve curve	No	Widespread curve realignment / site benching out of project scope
23	Mt Messenger inbend	003-0176	2290	LHS	100	Out of context curve	Pavement Work	\$400,000	Partial deviation, cut high papa bluff	Yes	Covered as part of Mt Messenger Bypass
24	Mt Messenger Roadmans	003-0176	3620	CEN	180	Narrow pavement	Retaining Wall	\$250,000	Retain formation and widen pavement	Yes	Covered as part of Mt Messenger Bypass
25	Mt Messenger Tunnel	003-0176	4307	RHS	20	Exit from northern portal too acute	Earthwork	\$150,000	Cut back bluff and rockbolt	Yes	Covered as part of Mt Messenger Bypass
26	Mt Messenger summit	003-0176	4850	RHS	60	Poor visibility Northbound, trailers track over kerb	Earthwork	40000	Trim bank realign kerb and channel	Yes	Mt Messenger Bypass
27	South Mt Messenger Summit	003-0176	5090	LHS	80	Tight curve out of context	Retaining Wall	200000	Install retaining structure realign	Yes	Mt Messenger Bypass
28	Mt Messenger Double U	003-0176	5450	CEN	300	Very tight curves	Earthwork	3500000	300m Block cut through Papa	Yes	Mt Messenger Bypass

Regional Transport Committee - Notes of SH3 Working Party

29	Mt Messenger Outbend	003-0176	6220	RHS	150	Tight curve, restricted visibility, HCV tracking over Kerb	Pavement Work	75000	Cut bank LHS widen pavement	Yes	Mt Messenger Bypass
30	Jupps Bridge	003-0189		CEN	0	Narrow Bridge	Pavement Work	150000		No	
31	Mangahia Bridge approaches	003-0189	2000	CEN	0	Settlement of formation at North abutment creates large Bump	Pavement Work	10000		Completed	
32	Tupoki Curves	003-0189	2550	RHS	200	Out of context curve	Pavement Work	30000	Vehicles tend to cross centrlne	Completed	Completed works do not match the discription provided
33	North Haehanga Stream	003-0189	4638	LHS	150	Poor visibility south bound	Earthwork	40000	house on hill may restrict	No	
34	Haehanga Stockpile	003-0189	5795	RHS	160	Curve requires easing	Pavement Work	15000	Widen RHS	No	
35	Downers to Mangamaio	003-0189	6900	CEN	3700	Underwidth pavement	Pavement Work	200000	Widen	No	
36	Downers Cutting	003-0189	6960	LHS	100	Falling Debris	Retaining Wall	15000	Install concrete barrier, or netting to keep debris off pavement	No	
37	Mangamaio Deviation	003-0189	10700	CEN	600	Out of context curve	Earthwork	9000000	Major deviation, 60m cut	No	
38	Wharekauri passing lane	003-0189	12000	LHS	850	Narrow width lack of passing, below standard intersection	Pavement Work	700000	Widen LHS ,land purchase, earthwork, pavement, Intersection improvements	No	
39	North Pukearuhe Rd	003-0189	13159	LHS	170	Concealed entrance to chicken farm - no vis	Earthwork	30000	Cut sight bench, requires land entry	No	
40	Sth Bound Passing Lane Okoki Straights	003-0203	2100	LHS	1700	Passing lane required	Pavement Work	500000	Construct passing lane	No	
41	Nth Urenui Beach Rd	003-0203	4600	CEN	0	Non official slip lane, lots of minor incidents.	Pavement Work	50000	Signs, pavement widening, RTB	No	
42	North Urenui River Bridge	003-0203	5084	LHS	0	Bump	Pavement Work	5000	Cut fill interface settlement	Completed	
43	Urenui bridge north approach	003-0203	5187	LHS	0	Settlement of foundation on north approach to bridge creating bump	Pavement Work	5000		Completed	
44	North Urenui	003-0203	5525	LHS	0	Pavement settlement	Pavement Work	2500		Completed	

SH3 CORRIDOR

Map of accidents on corridor and crash statistics



Crash year	Crash severity		Totals
	Fatal Crash	Serious Crash	
2014	3	6	9
2015		12	12
2016	2	4	6
2017	1	8	9
2018	1	18	19
	Totals	7	48
			55

Awakino to Mt Messenger Corridor crash statistics

Taken between 118/9.0 to 176/9.0, excluding crashes between 140/13.7 to 140/14.7 (through Mokau).

2008 to 2017

- 10 years ('08 to '17) – 58 DSI (10 deaths, 48 serious injuries)
- 5 years ('13 to '17) – 32 DSI (5 deaths, 27 serious injuries)

2009 to 2018

- 10 years ('09 to '18) – 65 DSI (10 deaths, 55 serious injuries)
- 5 years ('14 to '18) – 37 DSI (6 deaths, 31 serious injuries)

Agenda Memorandum

Date 12 June 2019



Memorandum to
Chairperson and Members
Regional Transport Committee

Subject: Request to vary the Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21

Approved by: MJ Nield, Director – Corporate Services
BG Chamberlain, Chief Executive

Document: 2270155

Purpose

1. The purpose of this item is to consider a request to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*.

Executive summary

2. A request has been received from the NZ Transport Agency to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* (RLTP or the Plan), by adding a new project of implementing the Speed Management Guide on Taranaki State Highways.
3. The Regional Transport Advisory Group (RTAG) considered this request at its meeting on 29 May 2019 and requested further information be provided by the applicant. Further information was provided on 5 June 2019 and is attached to this Memorandum for the Committee's consideration.
4. The Committee needs to decide if it sufficiently satisfied with the information now provided to agree to this request to vary the RLTP. Otherwise, the Committee should refer the variation request back to the RTAG to seek further detail from the NZ Transport Agency.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum, Request to vary the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*
and **EITHER**
- b) agrees to the requested variation to the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*, made by the New Zealand Transport Agency, to add a new

project 'Taranaki State Highway Speed Management Guide Implementation', adopts this variation to the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* and forwards it on to the NZ Transport Agency.

OR

- c) requests further information be provided to the Regional Transport Advisory Group on the proposed new project 'Taranaki State Highway Speed Management Guide Implementation' to enable it to be more fully considered in due course.

OR

- d) declines the requested variation to the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21*, made by the New Zealand Transport Agency, to add a new project 'Taranaki State Highway Speed Management Guide Implementation'.

Background

5. The current *RLTP for Taranaki: Mid-term Review*, which covers the three-year period from July 2018 to June 2021, was adopted in June 2018.
6. Over the duration of the Plan, activities or projects can change, be abandoned or be added. Under section 18D of the *Land Transport Management Act 2003* (LTMA), a regional transport committee may therefore prepare a variation to its RLTP during the six years to which it applies – either at the request of an approved organisation, the NZ Transport Agency, or at its own motion. Any major new capital works that need to be included require a variation to the Plan.
7. In accordance with the *RLTP for Taranaki: Mid-term Review Variation Policy*, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement. The variation is then forwarded by the Committee to the Taranaki Regional Council for final approval, and ultimately to the NZ Transport Agency for consideration of inclusion within the National Land Transport Programme.

Taranaki State Highway Speed Management Guide implementation

8. The NZ Transport Agency is seeking the inclusion of a new project in the current *RLTP for Taranaki: Mid-term Review*, to enable implementation of the Speed Management Guide on Taranaki State Highways.
9. The Regional Transport Advisory Group (RTAG) for Taranaki considered this variation request at its meeting of 29 May 2019, and was not satisfied that it had sufficient detail at the time to recommend the variation to the Committee – *refer to the Minutes provided in Item 2 of the Agenda*. Further information was requested from the applicant in response to specific concerns raised by the RTAG. Additional information was provided on 5 June 2019 and is attached to this Memorandum for the Committee's consideration.

10. If the Committee is satisfied with the information now provided, then they can agree to the request to vary the RLTP. Otherwise, the Committee can refer the variation request back to the RTAG to seek further detail. Preliminary consideration of the additional information provided suggests that the information provided is insufficient in its detail and analysis and that the recommended course of action should be to refer the matter back to the RTAG for further consideration.

Significance of variation request in relation to need for public consultation

11. Members will recall that when developing the RLTP, the RTC adopted a policy to provide guidance on which subsequent variations to the Plan would be significant enough to require going back out for public consultation. Section 7.4 of the Plan, '*Significance policy in relation to Plan variations*' is attached to this Memorandum for Members' reference.
12. This variation request is not considered to trigger the significance policy in terms of requiring that a new public consultation process is undertaken.

Decision-making considerations

13. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

Financial considerations—LTP/Annual Plan

14. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

15. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Iwi considerations

16. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

17. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

18. Document 2265199: Request to vary the Taranaki RLTP – Taranaki SH Speed Management Guide Implementation
19. Document 2270150: Additional information for RLTP Variation Request on SH Speed Management Guide Implementation
20. Document 2113024: Section 7.4 of the RLTP for Taranaki: Mid-term Review 2018/19-2020/21 Significance Policy in relation to Plan variations

Request to vary the Regional Land Transport Plan for Taranaki 2015-2021	
Purpose:	To enable the Taranaki Regional Transport Committee to consider a request for a variation to the <i>Regional Land Transport Plan for Taranaki 2015-21</i> (RLTP).
Requesting organisation:	NZ Transport Agency
Contact person/s:	Chris Gasson – System Design – Portfolio Manager – Interregional Journeys, NZ Transport Agency
Variation request:	Add new project – Taranaki SH Speed Management Guide Implementation
<p>Background to variation request</p> <ol style="list-style-type: none"> 1. The Government Policy Statement on Land Transport (GPS) 2018 presents a number of changes in direction for the New Zealand transport system, including prioritising a safer transport system free of death and injury. NZTA has developed the Safe Networks Programme to deliver the safety objectives within the GPS, including acceleration of the implementation of the Speed Management Guide. 2. In particular, GPS 2018 supports investment in state highways and local roads to accelerate the implementation of the new Speed Management Guide, focusing on treating the top 10 percent of the network which will result in the greatest reduction in death and serious injury as quickly as possible. This Guide was developed to provide a nationally consistent approach to speed management, delivering both a safe system and network efficiency. 3. MegaMaps (the Safer Journeys Risk Assessment Tool) is used to assess an appropriate operating speed for all roads, both local roads and state highways. The results from this technical exercise can then be used to increase community awareness and understanding of road risk, informing local communities so that they can effectively engage in discussions on proposed interventions. 4. As part of the Safe Network Programme, a nationwide programme of activities is being developed and the Taranaki region is identified as a Very High priority area for the implementation of speed management and a wider range of network safety improvements. 5. Note that the cost estimates presented are budget only and are subject to the business case and final NZTA funding approval process. We re-iterate that inclusion in the RLTP is the first step in the process to access funding from the National Land Transport Fund, with subsequent steps for inclusion in the National Land Transport Programme and more stringent tests that apply to activities for which funding approval is sought. 	

Details of variation request**Taranaki State Highway Speed Management Guide Implementation**

6. The Taranaki SH Speed Management Guide Implementation activity covers the identification and implementation of the highest benefit safety improvements on the state highway network within the Taranaki region and is part of the three year nationwide Safe Network Programme announced by the Minister on 16 December 2018.
7. Complementary projects may be required on local roads and these may be the subject of later RLTP variation requests. NZTA and local road controlling authorities will work collaboratively on developing the detailed programmes of work required.
8. The work is estimated to cost \$1.45m in total (over 3 years) and be completed under Work Category 324 "Road Improvements" with 100% Funding Assistance Rate.

Location:	the state highway network within the Taranaki region
Scope and duration:	The Taranaki SH Speed Management Guide Implementation activity covers the identification and implementation of the highest benefit safety improvements on the state highway network within the Taranaki region and is part of the three year nationwide Safe Network Programme
Estimated cost/s:	\$1.45million
Funding source/s:	National Land Transport Fund
Links to Objectives & Policies of RLTP: <i>Refer to Table 2 on page 42 of the Plan</i>	This project is strongly aligned with the overarching safety objective identified in the Strategic Direction outlined in the RLTP. <i>Objective 3 - A safe transport network increasingly free of death and serious injury.</i>
Impacts on RLTP:	The proposal does not negatively affect any other projects in the RLTP, nor affect the overall integrity/affordability of the Plan.
Relationship to the RLTP's Significance policy on variations: <i>Refer to Section 7.4 on page 69 of Plan</i>	It is considered that this variation request does not trigger the significance policy to required public consultation.

Process for consideration and approval of variation requests

The current RLTP for Taranaki was approved in April 2015 (then revised by a mid-term review in June 2018) and any significant new capital works that need to be included require a variation to the programme of activities component of the RLTP. A project must be included within the RLTP before it can be approved for funding from the National Land Transport Fund which the NZ Transport Agency (NZTA) distributes through the National Land Transport Programme.

In accordance with the RLTP variation policy, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement, then to the Taranaki

Regional Council (TRC) for final approval. The NZTA is then notified of the varied Plan, per section 18D of the *Land Transport Management Act 2003*.

Timeframes for consideration of variation request

The following outlines the expected timeframes for processing this variation request. The organisation requesting the variation is responsible for outlining the proposal to the RTAG and RTC.

Consideration by RTAG	29 March 2019	<i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i>
Consideration by RTC	12 June 2019	
Consideration by TRC	2 July 2019	
Forward to NZTA	5 July 2019	

Supporting attachments

None

NZTA's response to questions raised by RTAG re: Speed Management Guide Implementation

- **Insufficient detail as to what changes/actions are actually proposed, especially for the large project cost involved.**

Unfortunately we're not at the stage that we can deep dive into the specifics of the project.

The Programme budget consists of the following four (4) cost items for each region.

1. NZTA Managed Costs (Pre-Implementation). This cost item includes:
 - Programme Manager;
 - Programme Technical Lead and Technical Advisor;
 - Regional Safety Engineers;
 - Specialists support:
 - Procurement;
 - Gazetting;
 - Systems and Programme;
 - GIS; and
 - MegaMaps.
 - Delivery Managers; and
 - Disbursements.
2. Communication & Engagement (Pre-Implementation). This cost item includes:
 - Communication and Engagement Lead;
 - Regional Communication and Engagement Personnel; and
 - Disbursements.
3. Professional Services (Pre-Implementation). This cost item is for Professional Services to undertake Project Management, Technical Assessments, Design, Issue for Construction and provide support for communications and engagements.
4. Construction (Implementation). This cost item is for the implementation of the following physical works scope:
 - Relocating, removing and installing new speed limit signs;
 - Relocating, removing and installing new speed advisory signs;
 - Relocating, removing and installing new speed gateway threshold treatments limited to standard signage and associated road markings.
 - Road markings associated with the speed limit changes.

- **The overlap with other programmes and initiatives, such as the SH3 New Plymouth to Hawera corridor project.**

The SH3 Speed Project is taking into account the SH3 NP2H project. We are still planning and finalising our approach as to how best both projects can be coordinated with regards to communications and delivery. This applies to other programme and initiatives where we will look at opportunities for a One Project or a Staged approach. We will work closely alongside the SNP's Area Programme Managers who will provide oversight of the Speed Management Programme integration within the wider Safe Network Programme activities, Regional projects and Local Government initiatives.

- **MegaMaps is not an adequate assessment tool and does not in itself provide sufficient evidence for making changes to speed limits**

NZTA reaffirmed that the MegaMaps was but one component of the overall methodology to implement safe and appropriate speeds across New Zealand's national roading network, as generally set out in the Speed Management Guide. The software generates a speed management map through an algorithm that utilises an Infrastructure Risk Rating ('IRR') that accounts for both Personal and Collective risk for road sections across the network and then generates an indicative safe and appropriate speed and additionally identifies the top 10% Death and Serious Injury ('DSI') Savings Network Sections which form part of the Government Policy Statement on Land Transport ('GPS') targets. MegaMaps provides a consistent universal initial screening assessment across the network. NZTA considers that this level of initial screening accuracy to identify the top 10% DSI savings for approximately 10,000km of the network, confirms the benefit of the Tool, as part of the Speed Management Component implementation process. In terms of risk, this level of accuracy is economically commensurate with the extent of the network being subject to such screening, and therefore constitutes a robust prioritisation tool. However, NZTA recognises that this initial screening is but one step of the process to establish safe and appropriate speeds. The State Highway network is extensive and idiosyncratic, as a consequence of its historical establishment. Therefore, the identification of top 10% DSI savings sections is just an initial step of the implementation process. In accord with the tenets of the Speed Management Guide, taking a regional and corridor based approach to implementation requires that expert assessment of what corridors or stretches of State Highway should be taken forward for review.

- **Lack of clarity on how the Speed Management Guide will be applied.**

Regarding the review of speed limit, NZTA has been developed a process to prioritise the implementation of safe and appropriate speeds across the road network nationally. This forms part of the Safe Networks Programme ('SNP') for which includes the implementation of a range of safety improvements including speed reviews. The NZTA has established a framework through its Speed Management Guide to allow a systematic and consistent application and implementation of safe and appropriate speeds across both the State highway network and the local roading network under the control of local government. This comprehensive programme has identified those sections of the network which have the top 10% Death and Serious Injuries ('DSI') savings of the network and because they will provide the greatest immediate benefit due to the level of traffic, regional speed reviews in Auckland, Waikato and Canterbury have been commenced. However, complementing this systematic approach, the NZTA is concurrently seeking to undertake speed reviews of State highway corridors and parts of the network where it has given a historic commitment or there has been similar sustained historic local authority or community interest and where a similarly high potential benefit has been identified. Public engagement and consultation form an important part of the speed review process so the community will be informed when the speed review publicly commences. This specific initiative and the wider programme are proceeding as they are a critical part of this Government's stated policy of improving road safety for all New Zealanders.

5 June 2019

7.4 Significance policy in relation to Plan variations

Pursuant to section 106(2)(a) of the LTMA, the following procedures set out how the Committee determine the 'significance' of variations to the Plan. In essence, this outlines which variations that need to be made to the Plan are significant enough to require going back out for public consultation.

General determination of significance in relation to Plan variations

The Committee has the final say on what is considered significant in terms of proposed variations to the Plan.

In determining significance, the Committee must ask the following two questions:

1. Does the change require a variation to the Regional Land Transport Plan?
2. Is the variation to the Regional Land Transport Plan significant?

The **significance of variations to the Plan** will be determined on a case-by-case basis. However, when determining the significance of a variation to the Plan, consideration must be given to the extent to which the variation:

- Negatively impacts on the contribution of the Plan towards Connecting New Zealand objectives and/or Government Policy Statement targets.
- Impacts on the appropriate approved organisation's own significance policy.
- Materially changes the balance of strategic investment in a project or activity.
- Changes the scope of the project or activity to the extent that it would significantly alter the original objectives of the project or activity.
- Affects the integrity of the Plan, including its overall affordability.
- Is likely, in the opinion of the Committee, to have the majority support of the Taranaki community.

Consideration must also be given to whether the consultation costs are greater than the benefits.

Consultation procedure to follow

The following variations to the Plan are considered to be **not significant** for the purposes of consultation:

- Activities that are in the urgent interests of public safety.
- New preventative maintenance and emergency reinstatement activities in accordance with the Transport Agency's Planning & Investment Knowledge Base.
- Addition of an activity or activities that have previously been consulted on in accordance with sections 18 and 18A of the *Land Transport Management Act 2003* and which the Committee considers complies with the provisions for funding approval in accordance with section 20 of that Act.
- A scope change that does not significantly alter the original objectives of the project (to be determined by the Committee).
- Addition of the Investigation Phase of a new activity, one which has not been previously consulted upon in accordance with section 18 of the *Land Transport Management Act 2003*.
- Minor variations to the timing, cash flow or total cost, of any activities.
- Replacement of a project within a group of generic projects by another project of the same type.

The decision on whether or not a proposed variation is significant and the resultant variation to the Plan, will be decided by the Committee through reports to the Committee.

Where possible, any consultation required will be carried out with any other consultation undertaken by the Taranaki Regional Council, with the Annual Plan consultation (as an example) in order to minimise consultation costs.

Agenda Memorandum

Date 12 June 2019



**Memorandum to
Chairperson and Members
Regional Transport Committee**

Subject: Regional road safety update

Approved by: MJ Nield, Director – Corporate Services

BG Chamberlain, Chief Executive

Document: 2264107

Purpose

1. The purpose of this item is to provide an opportunity for the Taranaki Road Safety Action Planning Group to update Members on road safety activities in the region.

Recommendation

That the Taranaki Regional Council:

- a) notes and receives with thanks the update on road safety activities in the region provided by representatives of the Taranaki Road Safety Action Planning Group.

Background

2. Reducing the safety risk on Taranaki's transport network is a key priority for the region, as outlined in Section 4 [Strategic Direction] of the *Regional Land Transport Plan for Taranaki 2015-2021: Mid-term Review* (RLTP). Section 4.4 of the RLTP most specifically outlines the challenges, policies and methods for improving road safety (see attached table for further information).
3. Members are aware that one of the main organisations set up to identify and agree on community road safety initiatives within the region is Roadsafe Taranaki. Made up of representatives from the New Plymouth, Stratford and South Taranaki district councils, Roadsafe Taranaki agrees on important community road safety initiatives for the region further to NZ Transport Agency funding guidance and develops programmes to implement these. A full time Road Safety Coordinator is employed to facilitate the educational component of the Group, liaise with stakeholders and the community to identify problems and priorities, and help in developing practical road safety projects.
4. Roadsafe Taranaki works closely with the wider Road Safety Action Planning Group which is made up of representatives from the NZ Police, NZ Transport Agency, Taranaki District Health Board, Accident Compensation Commission, New Plymouth District Council's Let's Go project, New Plymouth Injury Safe, and Taranaki Regional Council.

5. Claire Symes (Roadsafe Taranaki), Senior Sergeant Robbie O'Keefe (NZ Police), and Tina Atkinson-Watt (Roadsafe Workplace Charter) will update the Committee on road safety activities in the region.

Decision-making considerations

6. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

Financial considerations—LTP/Annual Plan

7. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

8. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Iwi considerations

9. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

10. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

11. Section 4.4(3) of the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* is provided over the page for ease of reference

Section 4.4(3) of the *Regional Land Transport Plan for Taranaki: Mid-term Review 2018/19-2020/21* specifies:

Issues & challenges	Objective & policies	Measures (methods)
3. Reducing the safety risk on Taranaki’s transport network		
<p>Fatalities and casualties from road and rail crashes impose high social and economic costs on the region and country. The <i>Safer Journeys</i> vision of 'a safe road system increasingly free of death and serious injury' recognises that while mistakes are inevitable and we can never prevent all road crashes from happening, we can work collaboratively and attempt to stop crashes from resulting in death and serious injury.</p> <p>Improving safety and personal security is important for all mode users; with safety concerns (both perceived and real) being a barrier to greater use of walking and cycling. The concept of protecting vulnerable road users such as pedestrians and cyclists has been overtaken by a safe systems approach to road safety whereby the aim is to make roads and roadsides safer for all road users – be they motorists, motorcyclists, pedestrians, cyclists, horse-riders or another mode.</p> <p>Taranaki is experiencing steady growth in vehicle kms travelled, along with an increasing population. Several intersections have become high risk with the increase in traffic volume – with the New Plymouth district containing 3 of the country’s Top 100 High Risk State Highway Intersections.</p> <p>Taranaki does not have a good road safety record, with a range of issues involved. The contributing factors in crashes over the last 10 years have remained constant with alcohol, speed, not wearing seatbelts, loss of control and intersections showing in crash data. Recidivist drink drivers have been identified as a serious concern in Taranaki and programmes have been developed to start educating and changing the behaviour of recidivist drink drivers. The safety of vulnerable road users has made an unwanted appearance over the last 5 years, in particular motorcyclists and pedestrians (6 pedestrians were killed in 2014) while older drivers have started to feature prominently in road crash reports during that same time. Recent law changes and continuous road safety education in schools has helped reduce young driver crash statistics. However, this will need to be an ongoing area of focus to further reduce young driver crashes as new drivers gain their licence. All these issues factor heavily in Roadsafes Taranaki’s</p>	<p>A safe transport network increasingly free of death and serious injury.</p> <p>Policies:</p> <ul style="list-style-type: none"> ▪ Promote infrastructure improvements on strategic corridors. ▪ Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users. ▪ Support the aims of <i>Safer Journeys</i> and Roadsafes Taranaki. 	<ul style="list-style-type: none"> ▪ Ensuring and supporting improvements to infrastructure, such as road alignment, signage, bridge widths, road markings, and surfaces which fall below the levels of service under the ONRC. ▪ Improving safety at intersections and crossings. ▪ Increasing provision of passing lanes and/or passing opportunities, roundabouts and other safety design features. ▪ Minimising conflicts between different traffic types e.g. trucks and cycles. ▪ Adopting appropriate design to encourage safe walking and cycling. ▪ Actively encouraging a culture of safe road use in Taranaki. ▪ Supporting the efforts of Roadsafes Taranaki and promoting road safety programmes, particularly locally led prevention programmes. ▪ Adopting appropriate enforcement and education programmes to address unsafe driver, pedestrian and cyclist behaviour. ▪ Reviewing speed limits on a network-wide basis following on from the review of the <i>Land Transport Rule: Setting of Speed Limits 2003</i> – noting that a change in speed limit should only be considered as part of a broader range of safety solutions. ▪ Supporting efforts to achieve the <i>Safer Journeys</i> road safety targets for the Transport Agency’s Central Region of a reduction in fatalities of around 40% and serious injuries of 25% by 2020.

Issues & challenges	Objective & policies	Measures (methods)
<p>collaborative road safety education programmes for the period of the Plan.</p> <p>The release of a <i>Speed Management Guide</i> in late 2016 has introduced a new national framework.</p>		

TARANAKI ROAD SAFETY ACTION PLAN GROUP

Completed 1 December 2018 – 30 June 2019

Planned 1 July 2019 – 30 November 2019



STATISTICS



PARTNERS

AA

ACC

Lets Go (NPDC)

New Plymouth District Council

New Plymouth injury Safe

NZ Police

New Zealand Transport Agency

Opus

Roadsafe Taranaki

South Taranaki District Council

Stratford District Council

Taranaki District Health Board



ROADSAFE TARANAKI PROJECTS



<http://www.roadsafetaranaki.nz>



New Zealand law when driving



Everyone wears a seatbelt



Keep left at all times



Obey the posted speed limits



Pull over for faster vehicles. Never pass on yellow lines



Your trip may take longer than you expect. Allow extra time on New Zealand roads.



新西兰简要驾驶规则



车内所有乘客必须系安全带



始终靠道路左侧行驶



遵守限速标志



如后车速度很快
请靠边让其先行
不得在黄实线处超车



路程可能会比预料的时间更长
设计路线时请留出富余时间



Move left and allow others to pass



New Zealand Government

NZ roads are different Allow extra time

New Zealand Government



Stop a mate driving drunk Legend



Advanced Driving Course at Manfeild

"I thoroughly enjoyed the day and learnt a huge amount about safe driving and car control, and as a result I feel much more confident as a driver."

FUTURE CAMPAIGNS

A & P Shows

Focus on Older Drivers with Age Concern

Ongoing Driver Licence Courses

Kidsafe Taranaki - Child Restraint Clinics

Recidivist Drink Driving Course

WHAT ARE THE POLICE UP TO?





QUESTIONS



Agenda Memorandum

Date 12 June 2019



**Memorandum to
Chairperson and Members
Regional Transport Committee**

Subject: NZ Transport Agency Report

Approved by: MJ Nield, Director – Corporate Services

BG Chamberlain, Chief Executive

Document: 2264019

Purpose

1. The purpose of this item is to provide an opportunity for NZ Transport Agency representatives to update Members on Agency activities, including state highway projects of significance to the region.

Recommendations

That the Taranaki Regional Council:

- a) receives and notes the Regional Report from the NZ Transport Agency dated 12 June 2019.

Background

2. Attached to this memorandum is the Quarterly Report from the NZ Transport Agency to the Taranaki Regional Transport Committee, dated 12 June 2019.
3. Ross I'Anson (Acting Director Regional Relationships, Central North Island) will speak to this item, supported by other NZ Transport Agency staff as appropriate.

Decision-making considerations

4. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

Financial considerations—LTP/Annual Plan

5. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

6. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Iwi considerations

7. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

8. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

9. Document 2269690: NZTA Regional Report to RTC – June 2019

Transport Agency Quarterly Report to Taranaki Regional Transport Committee

12 June 2019

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1. ROAD SAFETY

- Through the Safe Network Programme we are investing \$1.4 billion in projects that will improve safety on our roads during this NLTP.
- Speed – which is one of the four pillars of the Safe System Approach – increases both the likelihood of crashes and the severity of them, regardless of what causes the crash. A reduction in speed on our roads is the most cost-effective way to help reduce deaths and serious injuries.
- When we are reviewing speed limits in your region, we need to work together and have your support to achieve the best results.
- The third pillar is improving road user behaviour. In this space we have partnered with the Ministry of Social Development to support young people most in need of obtaining their restricted driver’s licence. Through this scheme, more young people will be supported to get their restricted driver licence and start building on the experience and skills they learned from going through the learner licence phase. It will make them drivers and reduce their likelihood of being involved in a crash.
- The scheme supports the Safe System approach of making our transport system much more forgiving of human error. By taking human fallibility and vulnerability into account we can reduce serious road trauma.
- A substantial portion of our society doesn’t see the connection between speed and injuries.
- Our new speed advertising campaign ‘Your speed is shared’ aims to get drivers to recognise their speed can make passengers feel vulnerable.

2. STREAMLINING BUSINESS CASE APPROACH

- We launched a change to how business cases are developed on 30 April. The change is to improve how we identify up front what's required for a business case to make an investment decision based on context and risk. This will lead to appropriate level of effort being applied, and improved clarity and certainty of decision-making.
- The change applies to all new business cases, and to work-in-progress business cases where useful at the next decision point, to consider opportunities to consolidate or streamline processes. This could include bringing forward easy-to-implement, high-value activities where affordable, while completing complex business cases are completed.
- Business case efficiency improvements that were made last year are rolling through now in this three-year programme – based on the increased Low Cost, Low Risk threshold increase from \$300k to \$1.0m. This means that approximately about 55% of all council capital improvements, as well as road safety promotion and all core programmes (e.g. Public Transport and road maintenance and operations) that are supported by an Activity Management Plan or Regional Public Transport Plan with no more business case activity required.
- We're working with local government representatives on ways to simplify and improve further business cases leading up to the next Regional Land Transport Plans and National Land Transport Programme.
- There was good conversation at the recent Investment Decision Making Framework workshops.

3. TARANAKI HIGHWAY PROJECTS

Three projects aimed at improving safety, resilience and journey time reliability:

Awakino Tunnel

- A bypass of the Awakino Tunnel – works to start in October 2019, with completion expected in 2021. Tender has been let to Fulton Hogan.

Mt Messenger Bypass

- In December the Hearing Commissioner granted the project's resource consents and recommended that the Notice of Requirement (NOR) be confirmed. The Transport Agency confirmed this.
- Six appeals from four parties were lodged against the resource consents and NOR with the Environment Court. This may put pressure on the planned construction start date in late 2019.
- The Mt Messenger Alliance and the NZ Transport Agency will attend the project's Environment Court hearing in New Plymouth during the weeks of 15 and 22 July 2019.
- The project team engaged with some key stakeholder groups on 30 and 31 May to update them on project activities including consenting, ecology, engagement and the bypass design. This included presentations to Taranaki Chamber of Commerce members (over 70 participants attended) and the Clifton and Waitara Community Boards.

Mt Messenger to Awakino Tunnel (SH3)

- Early works now complete. Improvements include roadside safety barriers in high-risk areas, rumble strips, electronic warning signs, new formalised pull over areas and a new slow vehicle bay at Awakau Road.
- More extensive works started in March 2019. A new passing lane at Ladies Mile is currently in construction and a further passing lane is planned for Rapanui. Other improvements include a slow vehicle bay at Mokau, shoulder widening at the Clifton Road intersection at Tongaporutu Village and slope stability work in the Awakino Gorge.

Forgotten Highway (SH43)

- Options for sealing the unsealed section of State Highway 43 have been investigated. Improvement works will be advanced to support regional economic development, the focus on tourism, as well as the strong signals in Tapuae Roa: Make Way Taranaki.
- The investigation was carried out as a Single Stage Business Case including a programme of preferred options that has been workshopped with stakeholders and undergone technical assessment.
- Public consultation has been completed and feedback assessed.
- This is due for completion/submission mid-2019 and will go to the NZTA delegations meeting in mid June.

SH3 New Plymouth to Hawera

- In late 2018, community engagement events were held in New Plymouth, Inglewood, Stratford and Hawera to talk with people about issues with SH3 between New Plymouth and Hawera. People were also invited to give feedback online and we met with local transport groups, councils and schools. More than 400 pieces of feedback were received.

- Since then the project team has been developing a business case for improving the road and making it safer and easier for people to move around the towns along the route. The business case is due for completion/submission mid-late 2019.
- A project update, which included a summary of public feedback and possible options for improving the route, was distributed in April.
- Options include changes to intersections and crossing points, creating a consistent shoulder along the route, changes to speed limits and passing lanes and creating a wide centreline.
- The project team have already met with Inglewood Community Board to provide a project update and will also be meeting with Eltham and Hawera Community Boards to provide project updates.

Moturoa Safety Improvements (SH44)

- The Transport Agency and NPDC worked in partnership through the information and consultation with the Moturoa community.
- The Transport Agency's rehabilitation project planned for SH44/South Rd intersection will look to incorporate a new half roundabout to minimise disruption to public.
- A final round of consultation needs to be undertaken before going to construction through the Low Cost Low Risk programme. The Consultation is due the improvements to be undertaken is a mix of various options but was not included in consultation documents as a standalone option during previous consultation.

Bell Block to Waitara

- The first stage of safety improvements to SH3 between Waitara and Bell Block were completed in March with the removal of the northbound passing lane between Mahoetahi Road and Raleigh Street and providing a wide centreline.

- A Waitara to Bell Block road survey is currently underway for existing road lanes and services.
- We will continue to work through the design phase for further improvements, such as roundabouts, wide shoulders, wide centrelines, turning bays and barriers, over the 2019 winter months.
- Once completion of design, property, designation and consents processes have occurred, it is proposed that the implementation stage will start in October 2020 and into the summer of 2020/21.

4. TARANAKI MAINTENANCE

Area Wide Pavement Treatment and Resurfacing Programme

- Large renewals programme over the 2018/19 season includes:
 - 115 reseal sites (including SCRIM)
 - 16 rehabilitation / AWT sites
 - 14 asphalt sites
- A significant media campaign to provide proactive messages to the public appears to have worked well.
- Asphalt resurfacing has been completed:
 - In May – New Plymouth (SH44 / Queens St (Cenotaph), SH44 / Belt Rd & SH45 Liardet to Gover, SH45 Powderham / Dawson intersection, SH45 Police Station to Brougham St intersection).
 - In February – Hawera (SH3/45 intersection SH3 Waihi Rd), Stratford (both SH3 roundabouts), New Plymouth (SH3 NP Boys High Hill & SH45 Dawson Liardet St intersection).

Mangamahoe (Kent Road) Culvert (SH3)

- The work is completed, with the existing culvert being extended to its original length, with additional waterway protection installed.
- State Highway 3 was returned to original alignment with removal of speed restrictions by 21 March.
- The finished works included links for an off-road cycleway. This work was done in consultation with New Plymouth City Council.

Miscellaneous

- The Plan Change 48 hearing for the rezoning of a block of land to residential in Oakura has been set down for 22 July 2019.
- SH3 Northgate Amber & Black Cars. The Transport Agency is working through the independent safety report and will be implementing a programme of improvements.
- Pedestrian crossings are being reviewed in Inglewood and Eltham, as part of the SH3 New Plymouth to Hawera business case.
- The SH3 (Mt Messenger to Waitara) crash reduction study has been finalised, with improvements being programmed through the low cost low risk programmes.
- Junine Stewart is arranging to meet and talk to the Horizons Regional Transport Advisory Group to explore progressing a regional speed management plan and share the experience of the wider Waikato Regional Transport Committee. We also note that NZTA had submitted on the RLTP to include a variation to fund speed management. We have provided additional information for approval by the Regional Advisory Group.
- NZTA is presently investigating options at the intersection of SH3 Devon Rd / Egmont Rd including the nearby intersection at SH3 Devon Rd / Katere Rd.

Agenda Memorandum

Date 12 June 2019



**Memorandum to
Chairperson and Members
Regional Transport Committee**

Subject: Enhanced drug impaired driver testing

Approved by: MJ Nield, Director – Corporate Services

BG Chamberlain, Chief Executive

Document: 2264913

Purpose

1. The purpose of this item is to seek the Committee's feedback on a submission on enhancing drug-impaired driver testing in New Zealand.

Executive summary

2. On 15 May 2019, the Ministry of Transport released a *Discussion Document on Enhanced Drug Impaired Driver Testing* (the Discussion Document) seeking written submissions by 28 June 2019. The attached submission has been prepared for the Committee's feedback, and endorsement subsequent to any requested changes.

Recommendations

That the Taranaki Regional Council:

- a) receives the memorandum, Enhanced drug impaired driver testing
- b) adopts the submission on the Ministry of Transport's *Discussion Document on Enhanced Drug Impaired Driver Testing* with any changes recommended by the Committee.

Background

3. The Committee will recall that they considered a petition relating to random roadside drug testing at their meeting of 29 March 2019. At the time, the Committee noted their broad support for the intent, but wanted Ministry guidance on how it would work operationally. The Committee therefore requested an item to the next meeting giving further information.
4. On 15 May 2019, the Government released a *Discussion Document on Enhanced Drug Impaired Driver Testing* (the Discussion Document) seeking feedback on options to change the drug driver testing and enforcement system in New Zealand.

5. The summary introducing the Discussion Document on the Ministry of Transport's website states:
 - The Government is considering making changes to New Zealand's drug driver testing and enforcement regime. Research shows that many illicit and prescription drugs have the potential to impair driving, and studies show that New Zealanders are using those drugs and driving.
 - Addressing drug impaired driving is an important objective if we are to make our roads safer - since 2013, the number of road deaths in New Zealand has increased by nearly 50 percent. Drug driving is making an increasing contribution to this statistic.
 - The Government has decided that it is time to reconsider our approach to drug driving and the public should be involved in that conversation.
 - A Discussion Document has been developed to facilitate a conversation about possible approaches to improving our drug driving system.
6. The Discussion Document is available at www.transport.govt.nz/land/drug-driving/ along with key Questions and Answers, and associated Cabinet Papers.

The draft submission

7. The draft submission fully supports strongly enhancing drug impaired driver testing in New Zealand.
8. Specifically, the submission:
 - Notes that drug use has evolved rapidly to the point that it seems to be overtaking alcohol as a road safety (and a wider general community health) issue, and our systems need to catch up as swiftly as legislation allows.
 - Support for the approach taken of developing the Discussion Document to facilitate discussion about possible approaches to improving New Zealand's drug driving system.
 - Agrees that addressing drug impaired driving is an important part of making our roads safer, and that enhanced drug impaired driver testing is needed urgently.
 - Notes the rapidly evolving nature of the technology of the devices that can be used to detect drugs at the roadside, and that the legislation created in this area needs to retain flexibility to evolve with the available detection technologies as well as with the drugs that are in circulation.
 - To effectively deter people from driving while impaired by drugs, roadside drug testing needs to be conducted at sufficiently intense levels and in a highly visible manner.
 - Agrees that, at its core, drug use is a health issue with impacts on a number of other sectors, and that a criminal prosecution for drug driving will not always be the most appropriate response to achieve the overall results society seeks. Non-enforcement options, and infringement penalties for some lower levels of offending may achieve better outcomes to address the drug use itself.
 - Does not currently take a position on whether there should be legal limits for certain drugs, as there is with alcohol.

- Cannabis should be included similarly to any other drug, as anything that impairs driving creates a danger, regardless of whether the drug itself was taken for medicinal or recreational reasons.
- In the same way as for compulsory breath testing, the public good derived from enhanced roadside drug screening overrides any private intrusion in such instances and will not unjustifiably limit rights affirmed by the Bill of Rights Act 1990.
- Agrees that a positive oral fluid test (which is currently a useful screening tool) should be supported by blood testing (for evidential purposes).

Decision-making considerations

9. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the Act.

Financial considerations—LTP/Annual Plan

10. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

11. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Iwi considerations

12. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

13. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

14. Document 2264938: Submission on Enhanced Drug Impaired Driver Testing

14 June 2019

Document: 2264938

Drug Driving Consultation
Ministry of Transport
via email to drugdrivingconsultation@transport.govt.nz

Submission on Enhanced Drug Impaired Driver Testing

The Taranaki Regional Council (the Council) thanks the Ministry of Transport for the opportunity to make a submission on potential changes to the drug driver testing and enforcement system in New Zealand.

The Council makes this submission in recognition of the purpose of local government set out in the *Local Government Act 2002*, and the role, status, powers and principles under that Act relating to local authorities. In particular, the Council's comments are made in recognition of its:

- functions and responsibilities under the *Land Transport Management Act 2003*;
- and its regional advocacy responsibilities whereby the Council represents the Taranaki region on matters of regional significance or concern.

The Council has also been guided by its Mission Statement '*To work for a thriving and prosperous Taranaki*' across all of its various functions, roles and responsibilities, in making this submission.

Introduction

This submission takes a holistic regional view of the issues and impacts across the region for all Approved Organisations (AOs). The submission has been developed with input from officers of the region's territorial authorities, through the Regional Transport Advisory Group, although it is noted that each of the territorial authorities may also make a submission on their own behalf.

Discussion Document 'Enhanced Drug Impaired Driver Testing'

The Council notes that the *Discussion Document – Enhanced Drug Impaired Driver Testing* (the Discussion Document) seeks feedback on options for enhancements to the process for testing drug impaired drivers in New Zealand.

The Council wishes to congratulate the Ministry of Transport on a well-written and referenced Discussion Document that is readily accessible/understandable for a wide audience. Support is given for the approach taken of developing the Discussion Document to facilitate discussion about possible approaches to improving New Zealand's drug driving system.

The Council agrees that addressing drug impaired driving is an important part of making our roads safer, and that action needs to be taken urgently, even though many questions still remain in this area. The Council also notes the rapidly evolving nature of the technology of the devices that can be used to detect drugs at the roadside, and that while such devices cannot currently detect synthetic drugs, such as synthetic cannabis, they may well do so in the near future. For this reason, the Council believes that the legislation created in this area needs to retain flexibility to evolve with the available detection technologies as well as the drugs that are in circulation.

Deterring people from driving while impaired by drugs is a key consideration for road safety, and the likelihood of being caught is generally understood to be a primary deterrent. The Council therefore agrees that significant improvements in the country's roadside drug testing regime will deter drivers from using drugs before getting behind the wheel, in the same way that it has proven to do for drink driving. As noted in the Discussion Document, such testing needs to be conducted at sufficiently intense levels and in a visible manner, in order to act as an effective deterrent.

The Council also agrees that, at its core, drug use is a health issue with impacts on a number of other sectors, and that a criminal prosecution for drug driving will not always be the most appropriate response to achieve the overall results society seeks. Non-enforcement options, and infringement penalties for some lower levels of offending may achieve better outcomes to address the drug use itself. The Council agrees with the suggestion raised in the Discussion Document of the potential to make use of New Zealand's existing Therapeutic Courts or Alcohol and Other Drug Treatment Courts, to target responses around treatment, monitoring and mentoring.

The Discussion Document notes that drugs affect people in different ways, and that while many illicit and prescription drugs have the potential to impair driving, the presence of a particular drug or substance in a driver's blood does not mean for certain that they are impaired. The Council does not currently take a position on whether there should be legal limits for certain drugs, as there is with alcohol.

Cannabis should be included similarly to any other drug. Anything that impairs driving creates a danger, regardless of whether the drug itself was taken for medicinal or recreational reasons. The Council notes that Methamphetamine has been found to be the most risky drug to use before driving

The Council notes that any enhanced roadside drug screening options has impacts on the rights and freedoms of drivers, and therefore potential implications on the *Bill of Rights Act 1990*. However, the Council believes that, in the same way as for compulsory alcohol breath testing, the public good overrides any private intrusion in such instances and will not unjustifiably limit rights affirmed by the *Bill of Rights Act 1990*.

The Council agrees that a positive oral fluid test (which is currently a useful screening tool) should be supported by blood testing (for evidential purposes) before a person is deemed to have committed an offence.

Conclusion

The Council fully supports strongly enhancing drug impaired driver testing in New Zealand. Drug use has evolved rapidly to the point that it seems to be overtaking alcohol as

a road safety (and a wider general community health) issue, and our systems need to catch up as swiftly as legislation allows.

The Council appreciates the opportunity to make a submission on potential changes to the drug driver testing and enforcement system in New Zealand.

Should you have any queries, or require any additional information about this submission, please contact Fiona Ritson, Policy Analyst, via Fiona.Ritson@trc.govt.nz or 06 765 7127.

Yours faithfully
BG Chamberlain
Chief Executive

per: M J Nield
Director Corporate Services



(<https://www.transport.govt.nz/>)

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Questions and Answers

Last updated on: 15/05/2019

Q&A – Consultation on enhanced drug driver testing

What would enhanced drug driver testing look like?

Driving under the influence of drugs is an issue on our roads and it needs to be addressed. We test drivers for drugs now, using a behavioural test, but if we can improve our roadside drug testing regime, we will be able to deter more drivers from using drugs before getting behind the wheel. We will also be able to identify more drivers who are putting others and themselves at risk by taking drugs and driving.

We don't know exactly what that enhanced testing will look like, but we are consulting with the public on a number of factors that will be considered during its development. This includes what drugs should be tested for, what methods should be used to screen and test, and how drivers who have used drugs should be dealt with by Police or other agencies.

What would enhanced drug driver testing achieve?

If we can improve our roadside drug testing regime we will be able to deter drivers from using drugs before getting behind the wheel. Surveys show that only 26 percent of people expect to get caught drug driving compared to 60 percent who expect to get caught drink driving.

We will also be able to identify more drivers who are putting others and themselves at risk by taking drugs and driving. In 2018, 71 people were killed because drivers crashed on New Zealand roads with drugs in their system.

Consultation

When will consultation start and how will you share the information collected?

Consultation will start on 15 May 2019 and run for a period of six weeks. The results of the consultation will be released publically.

How will you be consulting?

We have developed a discussion document that ask a series of questions about what an enhanced drug driver testing regime could look like. We will be speaking to a number of groups with an interest in this area.

The Current situation

What evidence is there that drugs negatively impact driving

International research shows that many illicit, recreational and prescription drugs slow reaction time, increase risk taking, and make people tired. Drugs are often used in combination with alcohol, which magnifies their impact.

Is drug driving a problem in New Zealand? How big is it?

In 2018, 71 people were killed when drivers crashed on New Zealand roads with drugs in their system. This compares to 109 people killed when drivers crashed with alcohol in their system.

Are drivers in New Zealand tested for drugs now?

Drivers are given a behavioural test which must be carried out by trained Police officers when the officer has established 'good cause to suspect' a driver is under the influence of drugs. If a driver fails this test, the next step is an evidential blood test.

The behavioural test is very effective for identifying drug drivers - around 90 percent of them result in drug driving criminal convictions - but it can take up to an hour and a half to complete. This, and the fact an officer must have 'good cause to suspect', means not enough tests are carried out to act as a sufficient deterrent of drug driving.

How many behavioural tests are carried out annually?

In 2017/18, 473 blood tests were undertaken following failed behavioural tests. While Police don't record the total number of behavioural tests undertaken, it is likely the total number is in the hundreds, not the thousands. This test is effective but can take up to an hour and a half to complete. This, and the fact an officer must have 'good cause to suspect', means not enough tests are carried out to act as a sufficient deterrent of drug driving.

How many of these tests result in a positive test for drugs?

In 2017, 435 tests resulted in a drug driving criminal conviction – around 90 percent of the total tests undertaken.

What drugs are currently tested for?

A full drug analysis can detect 200 illegal and prescription drugs, including the most commonly used illegal drugs like cannabis, ecstasy, and methamphetamine. This analysis is undertaken from blood provided by drivers who have failed the initial behavioural test, drivers who are hospitalised following a crash and deceased drivers.

Changes to current regime

What drugs would be tested for as part of an enhanced regime?

We intend to seek public feedback on this as part of the consultation process. If we introduce roadside oral fluid testing, it would likely include testing for the most commonly used illegal drugs. It could include a number of prescription drugs that are known to have a detrimental impact on driving ability.

If cannabis is legalised will people be able to consume marijuana and drive?

This is something we will seek feedback on during the consultation. Some countries have established legal levels for THC (the active ingredient in marijuana) that aim to correlate with impairment, similar to alcohol legal limits. Others operate a zero tolerance policy when it comes to THC and driving.

Will there be a limit for the presence of drugs, like there is with alcohol?

Limits are used in some countries but as drugs affect people in different ways it's harder to set limits that are fair to everybody, so they tend to be set at quite high levels. This is something we will seek feedback on through consultation.

What does this mean for people who are on prescription medication?

Many prescription drugs are known to impair driving and carry warnings on their bottles advising this. But we don't want to penalise people if they are taking drugs in accordance with their prescription and are driving when they are safe to do so. There is currently a medical defence that protects drivers from being penalised in this situation and that could continue under a new regime.

Drivers need to take the advice of their doctor or pharmacist seriously. This may sometimes mean not driving for a time after using some prescription drugs.

Will drivers be prosecuted if they are caught drug driving

This will be part of the consultation. Drug driving is currently an offence with criminal penalties. It may be appropriate to introduce infringement penalties for some lower levels of offending, as is the case with drink driving. At its core, drug use is a health issue. We also need to think about non-enforcement options, to address the underlying issues associated with drugs.

Will drivers be prosecuted for other drug offences if they test positive for illicit substances?

This will be part of the consultation. Our current drug driving scheme prevents drug testing in the land transport context from being used for offences under other drug-related legislation. Measures to enhance the current scheme could be constructed in the same way.

What about synthetic cannabis?

The technology of the devices that can be used to detect drugs at the roadside is constantly evolving and in the near future, they may detect synthetic drugs. Blood tests can already detect a number of synthetic drugs, including synthetic cannabis.

Are you looking at introducing oral fluid testing?

Many countries do roadside oral fluid testing, because it is a relatively quick, efficient and practical method of testing drivers at the roadside. For example, roadside oral fluid testing is used in a number of countries including Australia, Canada and England. There are a number of options for when this type of testing could be performed, for example randomly or following an accident, and this will be part of the consultation.

How reliable are oral fluid tests?

They are becoming increasingly accurate at identifying impairing substances. Recent studies have shown high results for accuracy in detecting the presence of some drugs. Many devices can be configured so that they only detect moderate or high levels of a drug, to protect against the risk of false readings.

Unlike an alcohol breath test, oral fluid screening devices cannot detect the level to which a person is impaired. This means drivers who have used drugs or medications, but are not impaired, could still test positive with an oral fluid test.

Regional Transport Committee - Enhanced drug impaired driver testing

It would be important that a positive oral fluid test is supported by another test such as a blood test before a person is deemed to have committed an offence.

What about the Bill of Rights Act?

If new measures to address drug driving involve detaining drivers and taking samples of blood or oral fluid, there will be Bill of Rights Act implications. Generally speaking, the rights and freedoms affirmed by the Bill of Rights Act may only be subject to such reasonable limits prescribed by law as can be demonstrably justified in a free and democratic society.

Before introducing new legislation to tackle drug impaired driving, the Government will need to be sure that measures it proposes are justified in order to address the harm of drug driving, as was the case when compulsory breath testing for alcohol was introduced.

What if the public consultation shows that New Zealanders don't support enhanced drug driver testing?

No one wants drug impaired drivers on the roads endangering themselves and others. The challenge is coming up with ways to address the problem.

We are consulting because we want to make sure any changes we make take into account the views of the public. We want to implement something the public can support.

Agenda Memorandum

Date 12 June 2019



**Memorandum to
Chairperson and Members
Regional Transport Committee**

Subject: Regional Public Transport Plan review

Approved by: M J Nield, Director – Corporate Services

BG Chamberlain, Chief Executive

Document: 2269184

Purpose

1. The purpose of this memorandum is to outline the process and timeframe for the review of the *Regional Public Transport Plan* (RPTP or the Plan). It is also to seek the Committee's feedback on the three key problem statements impacting the regions' public transport.

Recommendations

That the Taranaki Regional Council:

- a) receives and notes the process and timeline for the review of the *Regional Public Transport Plan*
- b) agrees with the three proposed problem statements subject to any amendments agreed by the Committee.

Background

2. Public transport is a key component of the regional land transport system and Taranaki Regional Council (TRC) has a statutory responsibility for the planning and management of the public transport network in the region.
3. The RPTP is a statutory document required under the provision of the *Land Transport Management Act 2003* (LTMA). The plan sets out overall objectives and policies for public transport in the region, and contains details of the public transport network and development plans over the next ten years.
4. The current RPTP was adopted in 2014 with a 10-year forecast. It is required to be updated to ensure the Plan is consistent with new *2018- 21 Government Policy Statement on Land Transport* and the updated *2015/2016 - 2020/2021 Regional Land Transport Plan*, as revised by the mid-term review for the 2018/2019 - 2020/2021 period.

The Purpose of the Plan

5. The purpose of the Plan is to provide:
- a means for encouraging regional councils and public transport operators to work together in developing public transport services and infrastructure; and
 - an instrument for engaging with the public in the region on the design and operation of the public transport network; and
 - a statement of:
 - the public transport services that are integral to the public transport network; and
 - the policies and procedures that apply to those services; and
 - the information and infrastructure that support those services.

RPTP review process

6. The review of the RPTP is a Council led process through the Executive, Audit and Risk Committee. As identified in the LTMA the Regional Transport Committee is one of the stakeholders to be consulted in the Plan's development. The others are:
- the NZ Transport Agency
 - every operator of a public transport service in the region
 - every person operating an exempt service in the region
 - the Minister of Education
 - the territorial authorities, and
 - KiwiRail
7. Following the Committee's feedback a Discussion Document will be prepared for wider consultation with above-mentioned stakeholders. Council is likely to also include other groups such as disability organisations, local iwi and cycle advocates when seeking feedback on the Discussion Document.
8. The proposed process and timeline for the review is:

Date	RPTP review - key project phase
Wednesday, 12 June 2019	The RTC will consider and provide feedback on 3 key problem statements that will form the basis of a RPTP discussion document.
June /July 2019	RPTP Draft Discussion document prepared
Monday, 5 August 2019	RPTP Discussion document endorsed by Executive, Audit and Risk Committee
August/September 2019	Discussion document consultation with key stakeholders
Wednesday, 11 September 2019	RTC note for their information the Draft Regional Public Transport Plan
Monday, 16 September 2019	Executive, Audit and Risk Committee adopt draft RPTP for public consultation
October	Public consultation on draft RPTP (4-6 weeks)

Date	RPTP review - key project phase
Monday, 2 December 2019	Executive, Audit and Risk Committee hold Public hearings of submissions
Early 2020	Taranaki Regional Council to adopt RPTP which comes into effect 20 days later

Decision-making considerations

- Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

Financial considerations—LTP/Annual Plan

- This memorandum and the associated recommendations are consistent with the Council’s adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

- This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Iwi considerations

- This memorandum and the associated recommendations are consistent with the Council’s policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

- This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

- Document 2269957: RPTP review – Key issues for public transport in our region

Key issues for public transport in our region

The problems presented below are discussion topics for the Regional Transport Committee to discuss and provide feedback. Taranaki is very similar to many other small regions in the challenges of delivering efficient, effective public transport.

The problem statements will form the basis of a discussion document to facilitate feedback from key stakeholders on matters that should be considered by the Taranaki Regional Council when preparing the Regional Public Transport Plan.

Problem 1.

The ease of driving and high car ownership in the region and general low perception of public transport is leading to static patronage growth from those that have their own vehicles.

Taranaki's public transport network is centred on two main week-day services. These are New Plymouth, Bell Block, Waitara and Oakura (Citylink) and Hawera to New Plymouth via SH3 (Connector). The level of vehicle commuting between the various centres is significant; many people commute between north and south Taranaki and east of New Plymouth city and vice versa. Similarly students traverse frequently between the centres, for tertiary, secondary or special charter education.

Parking in all centres is plentiful and either cheap or free; district plan rules ensure parking provision for businesses. Within the New Plymouth city there is plenty of all day parking within easy walking distance of the CBD.

Areas of rural Taranaki are covered by the Southlink services Opunake to Hawera and Opunake to New Plymouth (both once-a-week) and Waverley to Hawera (twice-weekly). The choice of living in rural areas of Taranaki means that access to a private motor vehicle is high with 92.75% of households in the South Taranaki District having access to 1 or more vehicles (2013 Census data).

Public transport in the region is traditionally viewed as a mode to be used by people without easy access to private transport options i.e. the transport disadvantaged. In the absence of any bus prioritisation, or deterrents to private vehicle use like congestion or parking availability/costs, drivers do not think public transport is for them. The convenience of driving outweighs any other reasons for using public transport.

Problem 2.

Limited accessibility and frequency of bus services is leading to under-utilisation of public transport.

Significant improvements have been made to Taranaki's bus networks over the last 10 years. The current operating structure for the Citylink services has been in effect since 2010. The network was viewed as fit for purpose, with 11 peak services and 5 off-peak services operating. These are now supported by 25 additional peak services used mainly by school students. Student dominated services and the required resourcing limits the ability to enhance peak services to attract other users. The Citylink services (excluding the school services) follow a traditional hub and spoke model, with a pulse timetable, where most buses leave from and return to the New Plymouth CBD at the same time.

The Connector service commenced in February 2014. This is funded in part by the Western Institute of Technology at Taranaki (WITT) and the Taranaki District Health Board (TDHB). This is a one bus service, operating 4 return trips from Hawera to New Plymouth. The travel distance (approximately 80km per trip) and travel time (approximately 90 minutes per trip) make service enhancements impossible without adding an additional vehicle/s.

The Southlink services were implemented to provide an opportunity for the transport disadvantaged to access services in the larger centres, namely New Plymouth and Hawera. Patronage has declined steadily over the last few years with only a handful of regular users remaining, of which most of these travel for free under the government's SuperGold Card free off-peak travel scheme. An example of a decrease in patronage is on the Waverley to Hawera service. In 2012/13 2,462 trips were recorded while in 2019/20 is expected that only 1,200 trips will occur. This is a decrease of 51%.

It is important to note that the fares have never been increased on the Southlink services. Council has recently reduced fares to a flat fare structure on two of the services, Opunake to Hawera (now \$2) and Waverley to Hawera (now \$3). This was to test whether the fares may be a barrier to use and would the fare reduction boost patronage.

The provision of fixed route, scheduled bus services is expensive. More frequent services or additional peak buses could be added but the cost of doing so needs to be carefully weighed against the potential use, especially considering the regions low population density and high car ownership. Any increase in service levels or increases in bus numbers will add a significant cost to ratepayers through targeted rates and taxpayers through central government investment.

Problem 3.

The current car focused investment model in provincial areas is leading to a suboptimal transport system that does not effectively integrate public transport.

Transport planning and investment has traditionally been targeted at providing ever-improving roads, with public transport filling a minor role. Added to this is the regions dispersed communities and location of essential services. These factors coupled with low population density, makes the provision of traditional public transport difficult and costly.

Traditional land use planning means that the provision of public transport has not been factored into planning decisions, with new residential areas being developed without consideration for future public transport infrastructure or services. When services are being considered the retrospective siting of infrastructure becomes problematic as many residential owners do not want bus infrastructure situated outside their property.

What is required is a better integration of public transport into the transport system which, subject to proven demand and affordability, can play a greater role in the future. It is expected that there will be increasing demand for more services with greater coverage and a greater demand for specialist services such as Total Mobility and demand responsive services. This may require a different approach to public transport.

Agenda Memorandum

Date 12 June 2019



**Memorandum to
Chairperson and Members
Regional Transport Committee**

**Subject: Public transport operational update for
the quarter ending 31 March 2019**

Approved by: M J Nield, Director - Corporate Services

BG Chamberlain, Chief Executive

Document: 2268977

Purpose

1. The purpose of this memorandum is to provide members with an operational report on public transport services for the quarter ending 31 March 2019.

Recommendation

That the Taranaki Regional Council:

- a) receives and notes the operational report of the public transport services for the quarter ending 31 March 2019.

Background

2. The Council is responsible for promoting an integrated, safe, responsive and sustainable land transport system within the region. This involves a range of activities, including provision of public transport services and the Total Mobility Scheme.

Citylink (New Plymouth, Bell Block, Waitara and Oakura) bus service

3. YTD patronage increased 5.6% on the same period last year. YTD patronage was 443,467 at the March quarter, up 23,470 on last year. This is due to increases in Child 12%, Senior/SuperGold 8%, Tertiary 19% and Access 9%.
4. A new Waitara/Bell Block timetable was introduced at the start of the quarter to Route 20, with an additional afternoon return service added. The additional service was introduced to provide Waitara High School students who reside in Bell Block the ability to travel home at the end of the school day. Under the previous timetable students needed to wait several hours to catch a bus home.

- A bus wrap promoting the upcoming theatre production of Priscilla Queen of the Desert, was approved in February. The wrap will be visible around New Plymouth on a Citylink bus from April.



- The first *Driver News* was issued to all Citylink drivers in March. This is a joint initiative between Council and Tranzit aimed at keeping drivers updated and informed on relevant issues, as well as providing a forum to discuss operational matters and provide information on patronage changes and trends.

March 2019



Driver NEWS

Welcome

Welcome to your first Driver Newsletter! The Transport Team at Taranaki Regional Council have joined up with Tranzit to bring you relevant updates, information and reminders through a regular driver newsletter. This is a work in progress and we welcome any feedback on the design or suggestions for topics you would like to see covered in future.

RT Use

We start with a reminder about RT use. Please remember RTs are to be used for work purposes and emergency situations only. An example where you would use the RT is if you are running behind schedule and have a passenger on board wanting to transfer to another route. In this instance you should radio ahead to the other driver advising them of the situation.

The RTs are not to be used for general chit-chat between drivers. Passengers can hear your conversations so please remain professional at all times.

Smoking



Please remember that as a driver you must not smoke in or near the buses at any time. Playgrounds, sports grounds, walkways, shared spaces, bus stops, taxi ranks, shared public transport stops, and within four metres of doorways to public buildings are classed as smokefree areas by NPDC. This means Ariki St is a smokefree area. Under the Smokefree Environments Act 1990 smoking is prohibited on school premises or any school open areas. Therefore, smoking is not permitted while waiting outside schools.

Smart Cards

As most of you are aware the Citylink and Connector (Hawera to NP return service) smart cards can be used across both services. If a passenger presents a Connector smart card on boarding accept this as you would a Citylink smart card. This also works in reverse when a Citylink card is presented on the Connector.

Electric Scooters

With the introduction of Blip scooters to Taranaki we want to ensure all drivers are prepared should they be asked to transport a passenger with an e-scooter. Blip scooters do not fold down and weigh approximately 15kg. It is not recommended that users take them on public transport or transport them in private vehicles. However, if a passenger wishes to board with any type of e-scooter they are permitted to do so under the following conditions:

- The e-scooter must be parked in the wheelchair space (if it is not already occupied).
- The passenger must ensure the scooter is secured for the duration of their journey.
- Wheelchair passengers have priority for the use of the wheelchair space followed by passengers with buggies, strollers or prams.

If you have any questions please speak to your friendly office team.




A Blip e-scooter






Citylink is operated by Transit Connectors. Provided by the Taranaki Regional Council.

Connector (Hawera to New Plymouth) bus service

7. Year to date (YTD) patronage decreased (7.9%) on the same period last year. YTD patronage was 20,827, down 1,793 on last year. All fare categories were down excluding Adult up 1%, SuperGold 15% and paid student training (such as secondary tertiary pathways) 12%. The highest decreases were District Health Board (17%), Tertiary (27%) and WITT (15%).
8. The public booking app experienced a successful launch in January 2019. Individuals and schools alike made a significant number of bookings for the start of the school year. At the end of March over 300 bookings had been made via the app.
9. The new Connector animated promotional video was launched on 17 January 2019 via Facebook. This was followed by screenings at movie theatres in Stratford and Hawera from February in an effort to promote the service to a wider audience in central and south Taranaki.An illustration of a white bus with a yellow stripe. The bus has 'Connector' written on its side in blue. Above the bus, the text 'OPUNAKE | HAWERA TO NEW PLYMOUTH BETTER' is visible. The bus is shown with several passengers inside, and a driver. Below the bus, there is a stylized landscape with a snow-capped mountain and a blue sky. The bus is on a road with a white line.
10. Due to the student demand of the Connector 3.30pm WITT service, an additional mini-van was required to reduce overloading. This is being 100% funded by the Secondary Tertiary Pathways section of WITT.
11. In February, Wi-Fi was successfully installed and will be trialled for 3 months. A decision on continuing the Wi-Fi will be made based on feedback from users and the impact of the additional data usage (currently set at 50MB per device per day) has on Council's overall data package. At the time of writing data is still well below Council's limit.
12. It has been pleasing to receive positive feedback regarding the Connector service from patrons via Facebook, with one customer stating "how grateful I am for the amazing Connector bus service, it's awesome and I love it!"

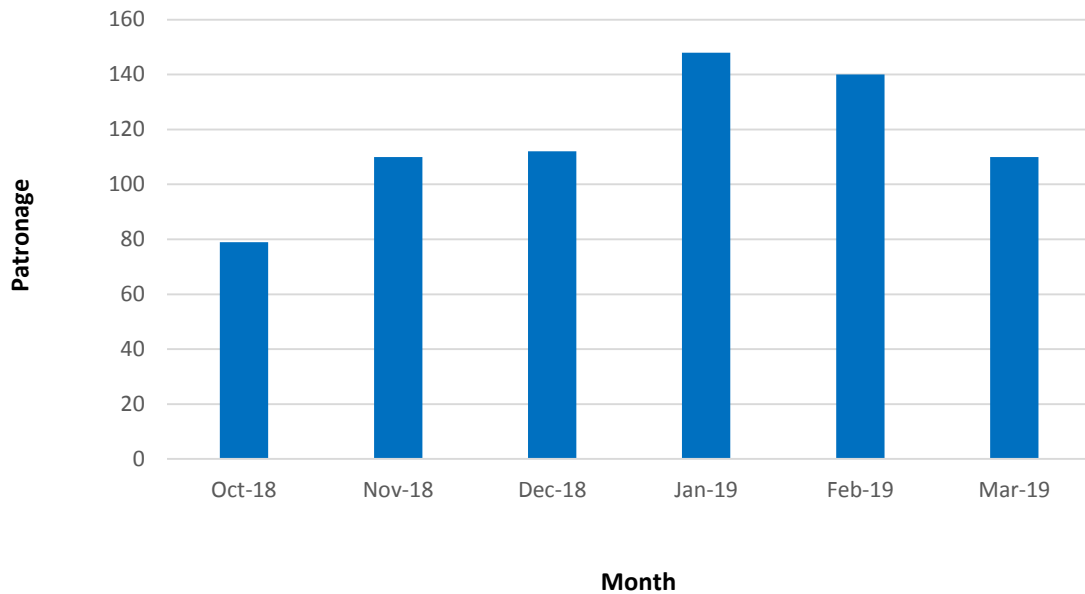
Southlink services

13. YTD patronage is down on both the Southlink Opunake to New Plymouth and the Opunake to Hawera services but up on the Southlink Waverley to Hawera service compared to 2017/2018. The performance of each service is detailed below.
14. Waverley-Patea-Hawera patronage was 918, down 29 or (3%). Compared to last year Adult patronage was up 3 or 1%, SuperGold card patronage was down 15 or (3%), Children were up 5 or (63%) with the biggest change being Under 5's showing a decrease of 38 or (95%) for the same YTD period last year. Farebox recovery was 19% compared to 33% last year.
15. Contract service changes were effective from 1 January 2019 on the Waverley to Hawera service. The changes were the introduction of a trial second weekly service operating on Tuesdays and a flat \$3 fare. The Tuesday timetable allows passengers from south of

Hawera to link with the Connector northbound service at 9.25am This provides the option of travelling further north on SH3, all the way to New Plymouth. The return trip is also scheduled accordingly departing Hawera at 3.30pm.

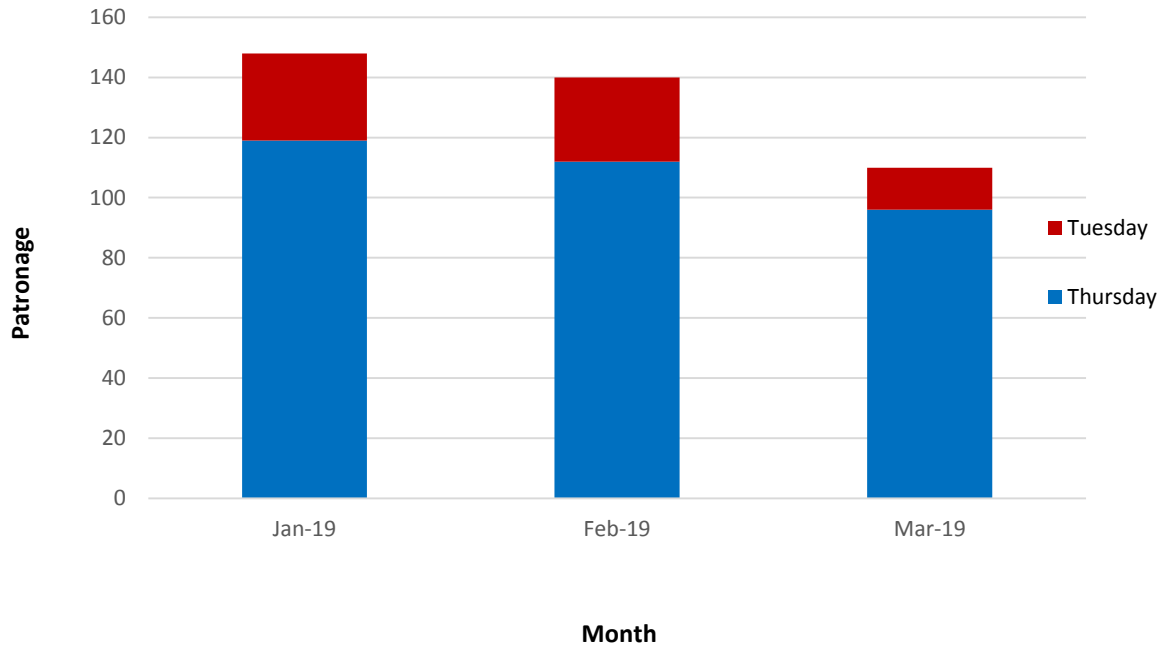
16. Figure 1 shows total Waverley to Hawera patronage for both the Tuesday and Thursday services combined in comparison to total patronage in the three months prior to the changes taking effect.

Figure 1: Waverley to Hawera Patronage



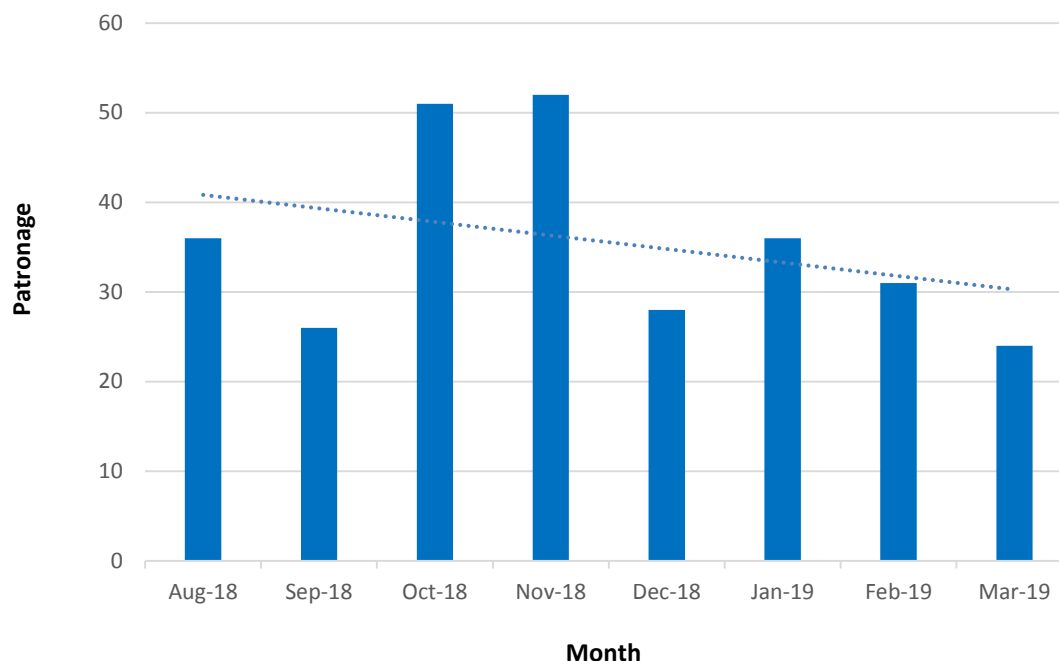
17. The Thursday service is proving to be the preferred option for passengers as shown in the graph below.

Figure 2: Waverley to Hawera Tuesday and Thursday Patronage Comparison



18. Opunake to Hawera patronage was 335, a decrease of 247 or (38%) based on the same YTD period last year. Adult patronage was down 53, or (30%), SuperGold card was down 203, or (56%), Access recorded 34 with no patrons as at the same YTD period last year, Child was down 6, or (46%) and Under 5's were also down, recording 27 less than the same YTD period last year, or (79%). Farebox recovery was 6% compared to 11% last year.
19. In December 2018, the Opunake to Hawera (via Eltham) and Manaia to Hawera services were amalgamated into a new service covering Opunake to Hawera (via Kaponga and Manaia). A flat fare of \$2 was also introduced in an effort to remove financial barriers for passengers and increase patronage. A review of the first four months is detailed below.
20. Figure 3 shows total Opunake to Hawera patronage for the new service from December 2018 to March 2019 compared to total patronage combined for the two services operating in the four months prior to the change taking effect. The trend line shows that despite the changes total patronage has continued to decline.

Figure 3: Opunake to Hawera Patronage August 2018 - March 2019



21. The table below shows patronage for the new service from December 2018 to March 2019 in comparison to patronage during the same period for the previous year.

Previous Services	Patronage	New Service	Patronage	Difference	% change
Dec-17	69	Dec-18	28	-41	-59%
Jan-18	57	Jan-19	36	-21	-37%
Feb-18	52	Feb-19	31	-21	-40%
Mar-18	79	Mar-19	24	-55	-70%

22. Patronage for the Opunake-New Plymouth service was 635, down 38 or (6%) compared to the same YTD period for 2017/2018. Compared to last year Adult patronage was down 63 or (33%) and Child up 28 or 50%. SuperGold Card was down 28 or (7%). Farebox recovery was 16.3% compared to 17.3% last year.

SuperGold Card

23. SuperGold Card trips for all services YTD totalled 44,580, up 2,513 or 5.97% on the 42,067 for the same period last year. Fare revenue was \$97,934 up \$5,906 or 6.4% on the \$92,028 last year.

Total Mobility Scheme

24. Total trips for the quarter were 11,634, up 862 or 8% on the same quarter last year. YTD trips are up 13.6 % to 36,558. This continues the upwards trend since the implementation

of the electronic swipe/ID cards. Officers actively monitor usage ensuring trips are within the rules of the Scheme.

25. Following the completion of the trial offered by both NP Taxis and Energy City Cabs to provide service for the Waitara community in February 2019, NP Taxis have continue to offer a weekly service each Thursday between 9am and 3pm. Patronage numbers are encouraging with around over 70% of total trips being Total Mobility clients. Of the 119 trips taken, 90 were Total Mobility clients.

Ironside Vehicle Society Incorporated

26. Total trips for the quarter were 1,476, down 71 trips. Of the total, 1,126 or 76% involved wheelchair passengers. YTD trips are down (1.6%) to 5,044.

Other activities

27. A series of briefings on the national ticketing project (Project Next) were attended via video conference through January and February.
28. Officers attended a Transport Special Interest Group (TSIG) meeting 28 February and 1 March in Wellington. Representatives from councils, NZTA, MOT meet to discuss national policy and operational issues. Key topics were NZTA's Long Term View, Regional Land Transport Plan process improvements and Business Case review feedback and Road Safety.
29. Employment Relations Act changes are being introduced from 6 May regarding rest and meal breaks for bus drivers. Under the changes, drivers will be required to have a 10-minute rest break after 2 hours of duty, which is a new requirement. Due to the current scheduling of the urban services it is not expected to have a significant impact on Citylink services. The impact on the Connector service is still being assessed but is likely to be more substantial.

Decision-making considerations

30. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

Financial considerations—LTP/Annual Plan

31. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

32. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks

including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Iwi considerations

33. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

Legal considerations

34. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

Appendices/Attachments

35. Document 2269794: Regional Transport Committee Public Transport Programme Update – operational overview March 2019

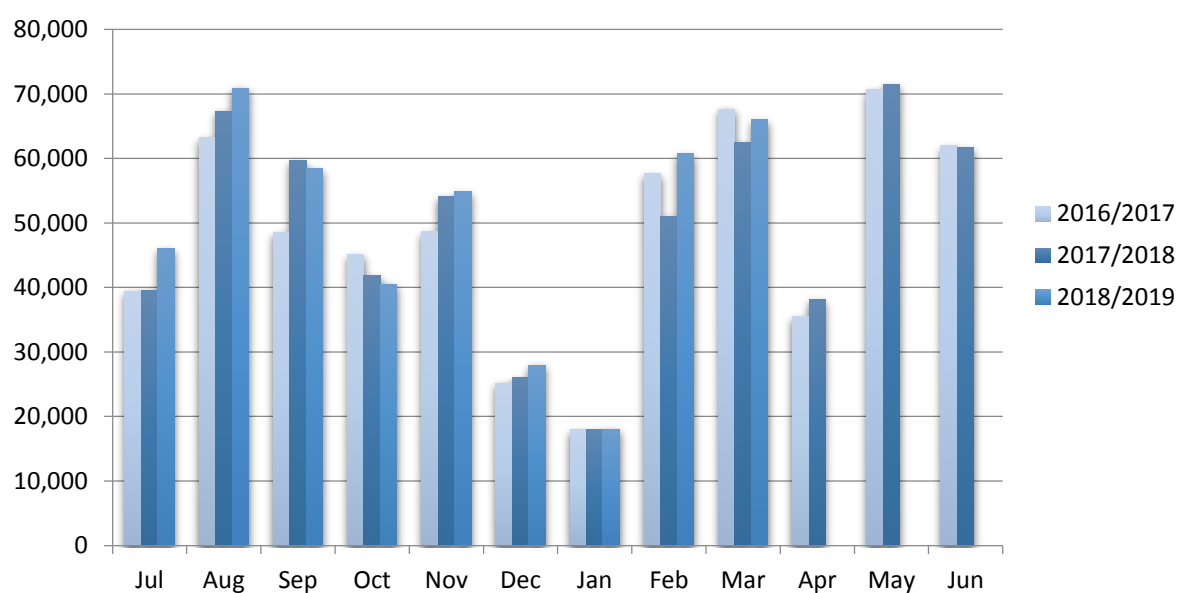
Regional Transport Committee Public Transport Programme Update – operational overview March 2019

Citylink Performance

	Mar 2019 quarter	Year to date	YTD 17/18 vs 18/19
Patronage	144,795	443,467	↑5.6%
Farebox*	41.9%	38.4%	↑3.2%
Commerciality*	43.3%	39.8%	↑2.3%

*Ratios exclude indexation costs

Citylink patronage 2016/2017, 2017/2018 and YTD 2018/2019

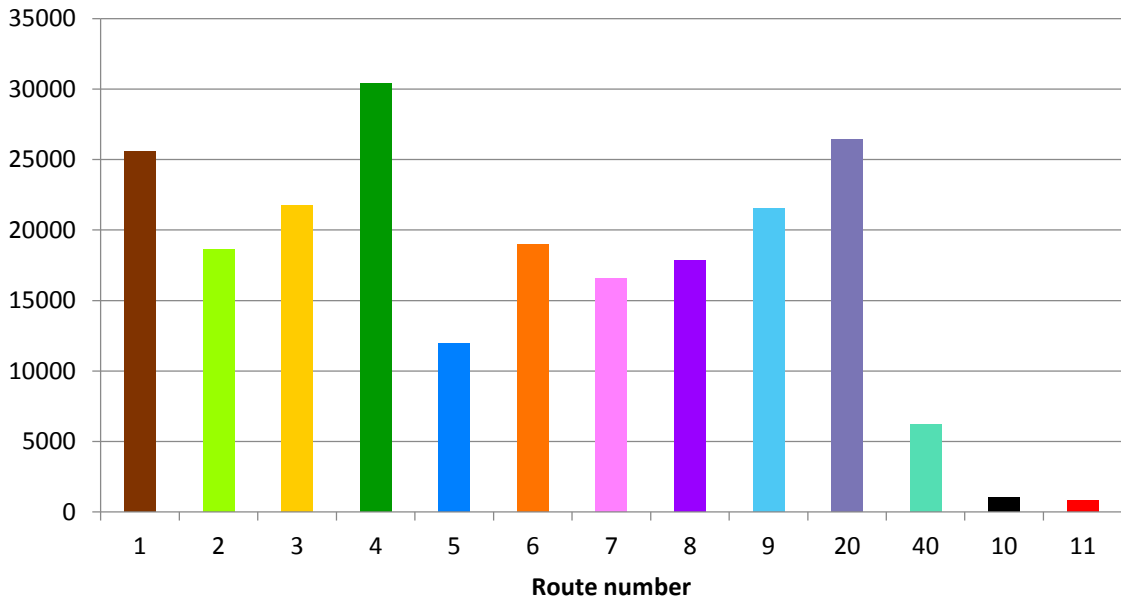


Citylink Patronage

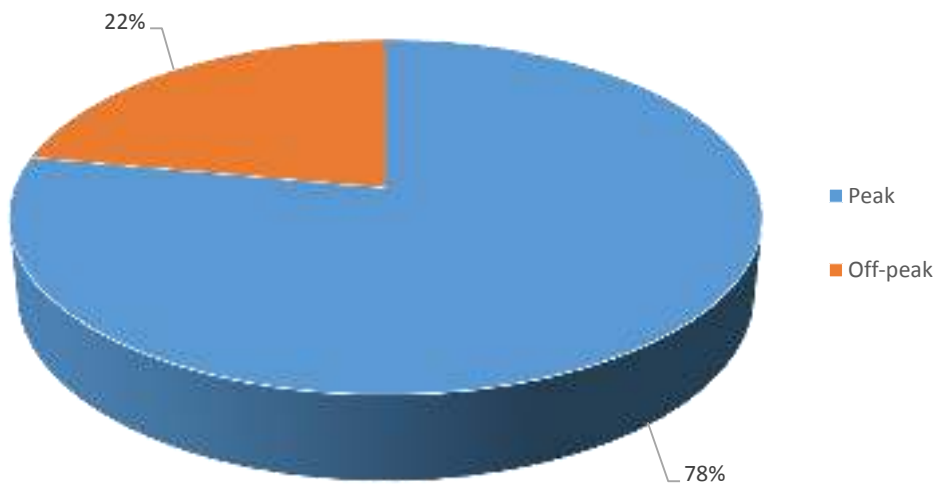
	2018/2019 YTD	2017/2018 YTD	17/18 vs 18/19
Adult	23,965	25,227	↓5%
Child/Student	254,881	228,459	12%
Senior/SuperGold	45,552	42,309	8%
Tertiary	4,120	3,457	19%
Beneficiary	36,041	41,289	↓13%
Access	4,297	3,954	9%
WITT	12,911	17,309	↓25%
Transfer	59,868	56,869	5%
Promotion	1,832	1,124	63%

	YTD 2018/2019	YTD 2017/18	17/18 vs 18/19
Trips per capita	7.7%	7.3%	↑5%

Urban route patronage YTD 2018/2019



Citylink peak/off-peak passenger % YTD 2018/2019

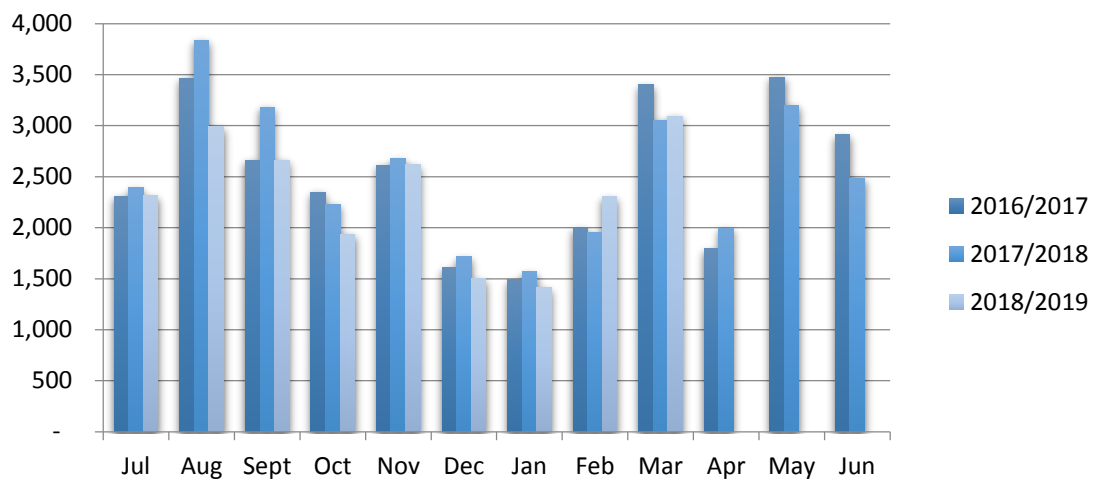


Connector Performance

	Mar 2019 quarter	Year to date	YTD 17/18 vs 18/19
Patronage	6808	20,827	↓7.9%
Farebox*	76.2%	64.7%	↑1.6%
Commerciality*	78.4%	70.0%	↑9.9%

*Ratios exclude indexation costs

Connector patronage 2016/2017, 2017/2018 and YTD 2018/2019



Connector Patronage

	2018/2019 YTD	2017/2018 YTD	17/18 vs 18/19
Access	105	142	↓26%
Adult	2,949	2,912	↑1%
Beneficiary	2,043	2,228	↓8%
Child	382	437	↓13%
Seniors	266	296	↓10%
SuperGold	2,401	2,090	↓15%
TDHB	2,325	2,792	↓7%
Tertiary	1,210	1,651	↓7%
WITT	6641	7,789	↓15%
Training (Paid)	2,365	2,121	↑12%
Promotion	140	156	↓10%

Peak / off-peak patronage YTD 2018/2019



Southlink performance

Opunake to New Plymouth

	Mar 2019 quarter	Year to date	YTD 17/18 vs 18/19
Patronage	178	635	↓6%
Farebox*	14.20%	16.30%	↓6%
Commerciality*	14.20%	16.30%	↓6%

*Exclude indexation costs

Waverly to Hawera

	Mar 2019 quarter	Year to date	YTD 17/18 vs 18/19
Patronage	398	918	↓3%
Farebox*	13.10%	19.40%	↓41%
Commerciality*	13.10%	19.40%	↓41%

*Ratios exclude indexation costs

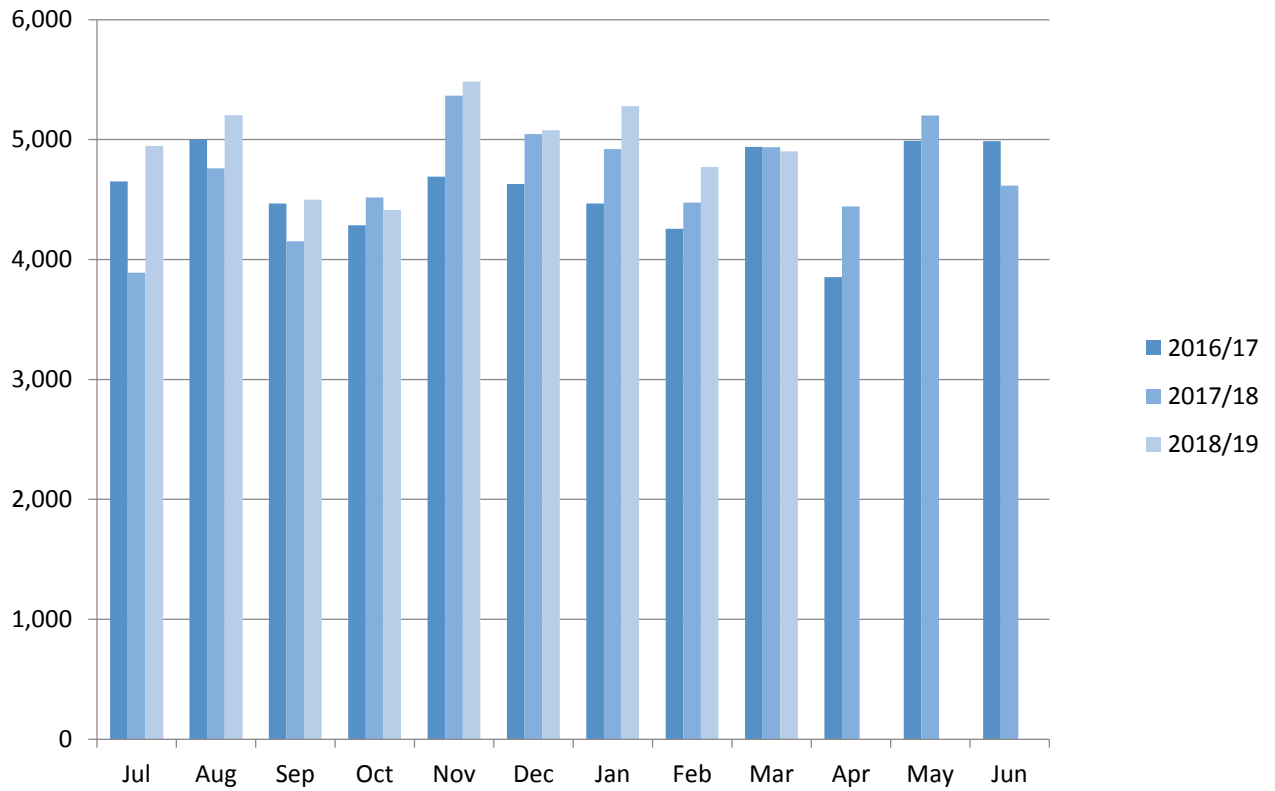
Opunake - Hawera

	Mar 2019 quarter	Year to date	17/18 vs 18/19
Patronage	91	335	↓42%
Farebox*	3.40%	6.00%	↓45%
Commerciality*	3.40%	6.00%	↓45%

*Ratios exclude indexation costs

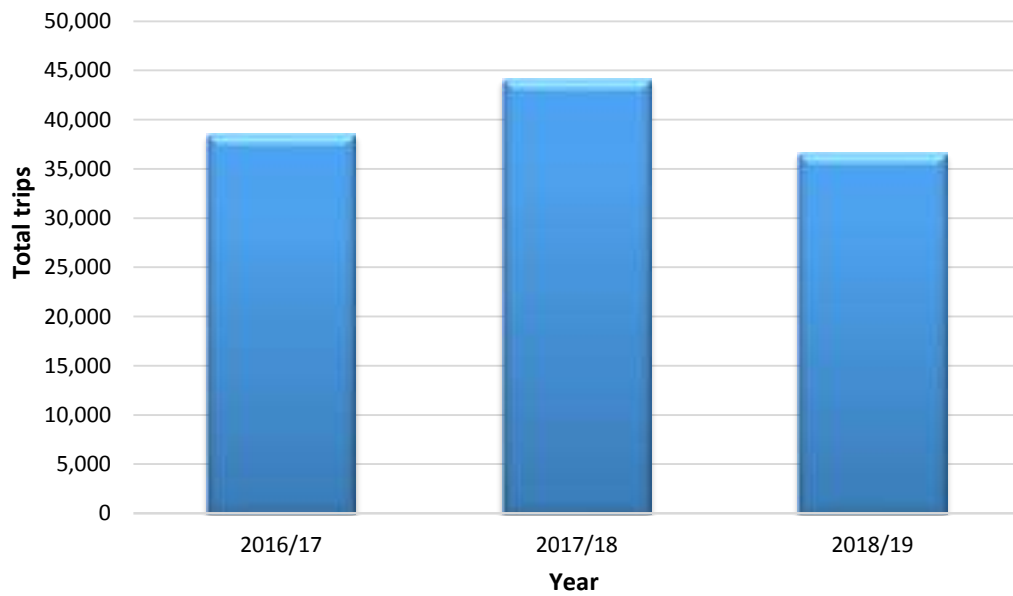
SuperGold Card

SGC patronage YTD 2016/2017, 2017/2018 and 2018/2019

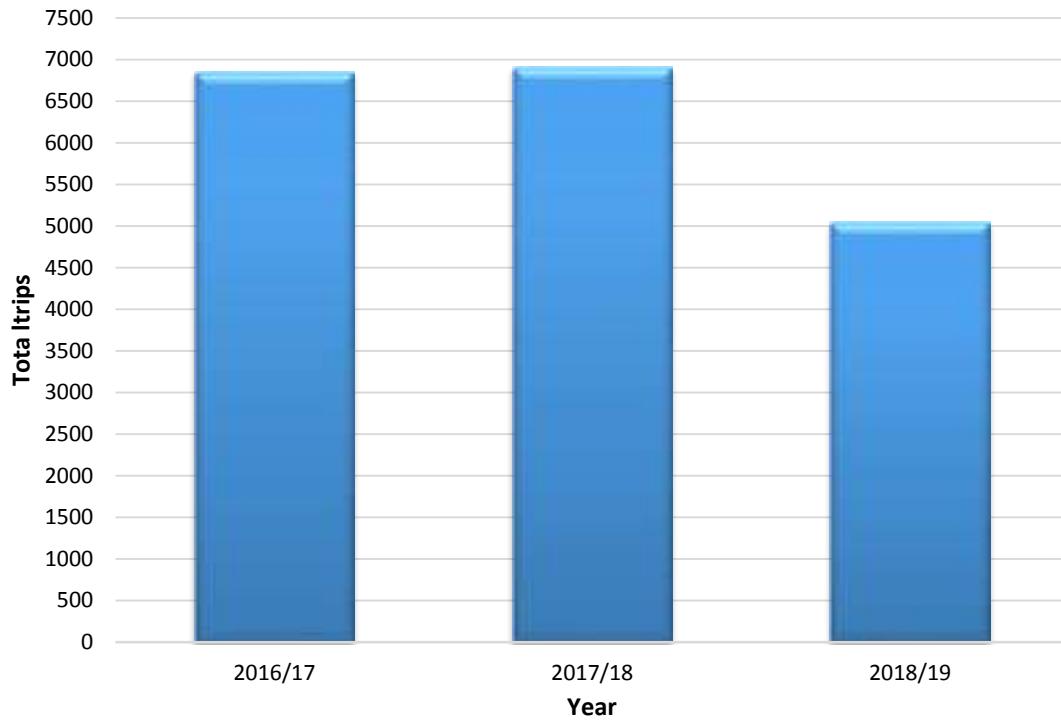


Total Mobility

Total Mobility trips 2016/17, 2017/18 and 2018/19



Ironside trips 2016/17, 2017/18 and 2018/19



Agenda Memorandum

Date 12 June 2019



**Memorandum to
Chairperson and Members
Regional Transport Committee**

Subject: Correspondence and information items

Approved by: MJ Nield, Director – Corporate Services

BG Chamberlain, Chief Executive

Document: 2264117

Purpose

1. The purpose of this item is to update the Committee on correspondence and information items since their last meeting, seeking guidance on responses where appropriate.

Recommendations

That the Taranaki Regional Council:

- a) receives and notes for information purposes the update provided on the Mobile Black Spot Fund project
- b) receives and notes for information purposes the update provided on the Ministry of Transport regional transport policy workshop on 29 March 2019
- c) receives and notes for information purposes the update provided on the National Land Transport Programme workshop on 30 May 2019
- d) receives and notes for information purposes the update provided on the State Highway 43 Improvement Project correspondence.

Mobile Black Spot Fund project

2. Members will recall that they received written updates on the Mobile Black Spot Fund at their March 2019 and November 2018, and had requested a more detailed update from Crown Infrastructure Partners (CIP). This has needed to be deferred to the Committee's September 2019 meeting, due to CIP's key representatives having previous commitments. It is noted that they will also be providing an update to the Taranaki Mayoral Forum on 28 June 2019.

Ministry of Transport regional transport policy workshop on 29 March 2019

3. The Ministry of Transport held regional roadshows around the country in late March/early April, with the Taranaki workshop held in New Plymouth on Friday 29 March 2019.

4. A broad range of subjects were covered at these full-day workshops, including:
 - the changed approach to transport under the current Government
 - development of the new *National Road Safety Strategy (NRSS) 2020-30*, including the potential inclusion of Vision Zero
 - measuring performance of the transport system
 - evidence based decision making
 - the future of land transport revenue system project
 - shaping the next *Government Policy Statement on Land Transport (GPS) 2021* and National Land Transport Programme.
5. The Ministry of Transport will be invited to present to the Committee's September 2019 meeting to provide updates on development of the next GPS and NRSS, along with any other workstreams of particular relevance to the Committee.

National Land Transport Programme workshop on 30 May 2019

6. The NZ Transport Agency held regional roadshows around the country in late May/early June, with the Taranaki workshop held in New Plymouth on Thursday 30 May 2019. The purpose of the workshop was to discuss National Land Transport Programme (NLTP) funding decisions for the region.
7. The New Plymouth workshop was hosted by the NZ Transport Agency's Interim Chief Executive, Mark Ratcliffe. A link to a speech he gave on similar matters nationally, to the LGNZ Metro Meeting in Wellington on Friday 10 May 2019, is provided for the Committee's information. <https://www.nzta.govt.nz/media-releases/the-partnership-between-the-nz-transport-agency-and-local-government-sector/>

State Highway 43 Improvement Project correspondence

8. At the Committee's meeting of 27 March 2019, they requested that a letter was sent to Ministers outlining their concerns regarding the delays in progressing the State Highway 43 Improvement Project. It is noted that matters moved on subsequently and it was decided not to send such correspondence.

Decision-making considerations

9. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

Financial considerations—LTP/Annual Plan

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Policy considerations

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Iwi considerations

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Legal considerations

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